

2000 ALASKA TRAFFIC ACCIDENTS

June 2002

ALASKA DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
Headquarters, Division of Statewide Planning
3132 Channel Drive, Juneau, Alaska 99801-7898 (907) 465-4070

In Cooperation with
FEDERAL HIGHWAY ADMINISTRATION
U.S. DEPARTMENT OF TRANSPORTATION

SUMMARY

There were 14,127 traffic accidents in Alaska during 2000, about four percent (3.9%) less than the previous year. Ninety-three accidents (0.66%) resulted in fatal injuries to occupants; nonfatal injuries were reported in 4181 (30%) of all accidents; and 9789 accidents (69%) caused only property damage. Traffic accidents injured or killed 6226 persons in Alaska during 2000 and caused \$52.3 million damage to vehicles plus \$2.1 million damage to highway structures and other non-vehicular property.

The Alaska fatality rate rose sharply to 2.30 fatalities per 100 million vehicle miles traveled (VMT) during 2000, after an historic low of 1.58 in 1998 and 1.69 in 1999. The fatality rate within Alaska remains above the national rate of 1.52 fatalities per 100 million VMT.

One hundred and six of the 39,669 persons involved died as a result of their injuries (0.027% received fatal injuries). Seventy-nine were occupants of automobiles, trucks, or buses, and seven were motorcyclists. Ten pedestrians and four bicyclists were struck by motor vehicles and killed. One person riding an all terrain vehicle (ATV) and 5 snowmobile riders were killed in roadway accidents. Forty-six people died in accidents that were classed as alcohol or drug related and one fatality was attributed to a collision with a moose. Forty-five people might have survived had they been wearing seatbelts or using other safety equipment.

Eight percent (8.1%) of all accidents and 43.4% of fatalities were determined to be alcohol-related. There were 1145 alcohol-related accidents, 38 of which resulted in fatalities. Forty-six people died in traffic accidents in which at least one driver or involved nonmotorist was suspected or proven to be alcohol impaired by police. Alcohol-related fatalities included 34 occupants of standard vehicles (automobiles, trucks, or buses), two pedestrians, two bicyclists, four ATV/snowmobile riders, and four motorcyclists. 1111 drivers of automobiles, trucks, or buses were suspected or proven to be alcohol impaired by police; twenty-two of those impaired drivers sustained fatal injuries. Other alcohol impaired fatalities included one bicyclist, two pedestrians, four motorcycle riders and four riders on atv/snowmobiles. Seven passengers in vehicles driven by impaired drivers were killed. Five fatalities were occupants of vehicles struck by impaired drivers, and one bicyclist was struck and killed by an impaired driver.

Alcohol involvement in fatal crashes, based on police suspicion, blood alcohol tests, citations, and contributing factors, was similar to the previous year. The alcohol related fatality rate (number of persons killed in alcohol related crashes as a percent of total accident fatalities) was 43.4% in 2000 and 44% in 1999, after lows of 37% in 1997 and 40% in 1998.

Over 97% of the 25,707 vehicles involved were automobiles, trucks, or buses (91% were passenger cars and pick-ups). About 14.7% of all occupants in such vehicles received either nonfatal or fatal injuries. In contrast, motorcycles and recreational vehicles such as ATVs and snowmobiles comprised only 0.9%, bicycles only 0.7%, and pedestrians only 0.7% of all vehicles, but their occupants were far more likely to be hurt. Seventy-six percent (76.7%) of motorcyclists, 54.5% of recreational vehicle riders, 77.5% of bicyclists, and 86.5% of pedestrians were injured or killed.

The total number of accidents, as well as the percentage of accidents that involved either injuries or fatalities, continued to increase in three of the eight populous boroughs during 2000 (Matanuska-Susitna, Kodiak, and Kenai Peninsula Boroughs). Kenai Peninsula Borough, Kodiak Borough, and sparsely populated boroughs/areas had fatal crash rates well above the statewide rate of 0.66% (Kenai 1.07%, Kodiak 4.43%, and sparsely populated boroughs 3.13%).

Fifty-nine percent of all crashes statewide and thirty percent of all fatal crashes occurred inside the boundaries of the Municipality of Anchorage. Forty-nine fatal accidents (52.7% of all fatal accidents)

occurred in rural areas outside 21 city boundaries; seventeen also occurred outside organized borough boundaries. Thirty-nine percent of all accidents occurred in business and shopping areas. Fatal crashes were more likely to occur in family residential and agricultural or undeveloped areas. Thirty persons died in traffic accidents on six highways of the National Highway System in Alaska (Sterling Hwy, 4; Seward Hwy, 9; Glenn Hwy, 5; Parks Hwy, 6; Tok Cutoff, 1; and Richardson Hwy, 5 fatalities).

There were 660 vehicle collisions with moose in 2000. Nineteen percent resulted in minor or major injuries to occupants of motor vehicles and one person was killed. Over ninety percent (92.1%) of moose collisions statewide occurred in the Greater Anchorage (24.2%), Matanuska-Susitna (22.7%), Kenai (26.4%), and Fairbanks-Northstar (18.8%) Boroughs. Forty-two percent (279 of 660) of moose collision accidents were reported on major NHS routes (Sterling Hwy, 66; Seward Hwy, 33; Glenn Hwy, 70; Parks Hwy, 58; Richardson Hwy, 42; Alaska Hwy, 5; and Tok Hwy, 5). In 2000, moose collisions occurred most often during the months of January and February and between the hours of 6 p.m. and midnight. There were almost four times fewer collisions with moose during the months of April and May and between the hours of 10 a.m and 4 p.m. The only moose collision that resulted in a human fatality occurred during the month of August.

Unsafe speed, driver inattention, and failure to yield (in that order) were the most frequently cited contributing factors for all crashes during 2000. The top three human factors contributing to fatal accidents were unsafe speed, alcohol/drug use, and driver inattention. Almost thirty percent (29.5%) of human factors reported in fatal crashes indicated unsafe speed for road conditions or excessive speed/racing.

There are 12012 police reports and 2115 participant reports included in the 2000 analysis (85% and 15%). Almost 19,000 accident reports were received from Driver Services. Accident records not selected for inclusion included duplicate filings, accidents occurring on private property or off-roadway, and accidents otherwise not meeting criteria as discussed in the Traffic Accident Terminology section of this publication.

PREFACE

Alaska motor vehicle accident records are maintained in the Highway Analysis System (HAS) data base, on the State of Alaska Computer Network at the Juneau Data Center.

Motor vehicle accident information is first recorded on accident report forms by local police officers or the Alaska State Troopers, using the State of Alaska Uniform Report on Traffic Collisions Form #12-208. When there is no police investigation, accident participants assume the responsibility for crash reporting, using the Report of Motor Vehicle Accidents Form #12-209. Police agencies forward copies of Form #12-208 to Driver Services and participants submit report Form #12-209 directly to Driver Services. Copies of accident reports are forwarded by Driver Services to the Division of Statewide Planning, Headquarters, Alaska Department of Transportation and Public Facilities (ADOT&PF). The HAS database includes only accidents reports received by ADOT&PF from Driver Services.

At ADOT&PF, accident information is carefully checked for code consistency, the crash is assigned location coordinates, and the coded crash record is loaded to the HAS data base for permanent storage and analysis. Ensuring that accident particulars are complete, unambiguous, and precise requires the attention of ADOT&PF accident data reporting staff, who are members of the Highway Database Management Section, Division of Statewide Planning.

As soon as the accident information is stored in the Highway Analysis System data base, it is available for analysis by ADOT&PF traffic engineers and statistical staff, as well as other qualified users of the State data network. Most accident reports for the calendar year are stored in the data base by June of the following year. Yearly summaries, including the statistical tables in this publication, are prepared at that time¹.

Accident data specific to a particular accident is confidential according to Alaska Statute 28.15.151(f). An Attorney General's opinion of 1988 provides for the public reporting of aggregate accident data such as contained in this publication.

Funding for this publication and for the continuing development of the Highway Analysis System, which integrates accident data with road network and other information, is provided by the State of Alaska and the Federal Highway Administration of the U.S. Department of Transportation.

There is a general caveat about the statistics and conclusions drawn from those statistics in the sparsely populated regions of the State: due to the small population base and thus the small number of observations in those data sets, the validity of statistical conclusions cannot be guaranteed.

¹ Previous traffic accident reports, published by Headquarters, Alaska Department of Transportation and Public Facilities, are: **Accident Statistics 1978 - 1982**, DOT&PF Traffic and Safety Section, Juneau, (1983); **1983 Alaska Annual Accident Rate Report**, (1984); **1984 Alaska Traffic Accidents**, (1985); **1985 Alaska Traffic Accidents**, (1986); **1986 Alaska Traffic Accidents**, (1987); **1987 Alaska Traffic Accidents**, (1988); **1988 Alaska Traffic Accidents**, (1989); **1989 Alaska Traffic Accidents**, (1990); **1990 Alaska Traffic Accidents**, (1991); **1991 Alaska Traffic Accidents**, (1992); **1992 Alaska Traffic Accidents**, (1993); **1993 Alaska Traffic Accidents**, (1994); **1994 Alaska Traffic Accidents**, (1995); **1995 Alaska Traffic Accidents**, (1996); **1996 Alaska Traffic Accidents**, (1997); **1997 Alaska Traffic Accidents**, (1998); **1998 Alaska Traffic Accidents**, (1999); and 1999 Alaska Traffic Accidents, (2000).

TABLE OF CONTENTS

| | |
|--|-----|
| SUMMARY | i |
| PREFACE | iii |
| Traffic Accident Terminology | 1 |
| Trends in Alaska Traffic Accidents | 3 |
| Types of Collisions | 10 |
| Significant Contributing Factors | 12 |
| Alcohol Involvement | 15 |
| Temporal Distribution of Traffic Accidents | 19 |
| Geographic Distribution of Traffic Accidents | 21 |
| Land Use at Accident Location | 31 |
| National Highway System Accidents | 32 |
| Reporting of Property-Damage-Only Accidents | 45 |
| Roadway Configuration | 46 |
| LIST OF APPENDIX TABLES | 47 |
| Glossary | 162 |

TABLES

| | | |
|----------|--|----|
| TABLE 1 | Alaska Mid-year Population, Licensed Drivers, Registered Motor Vehicles, and Vehicle Miles Traveled, 1991-2000 | 3 |
| TABLE 2 | Alaska Traffic Accidents by Accident Injury Severity and Year, 1991-2000 | 4 |
| TABLE 3 | Injuries, Deaths, and Estimated Vehicle Property Damage from Alaska Traffic Accidents, 1991 - 2000 | 6 |
| TABLE 4 | United States Vehicle Miles Traveled, Licensed Drivers, and Fatalities, 1991 - 2000 | 7 |
| TABLE 5 | 2000 Holiday Traffic Accidents | 17 |
| TABLE 6 | 2000 Holiday Accident Rates, Alcohol-Related | 18 |
| TABLE 7 | Sterling Highway NHS, 2000 Accidents Homer - Soldotna | 33 |
| TABLE 8 | Sterling Highway NHS, 2000 Accidents Soldotna - Seward Highway | 34 |
| TABLE 9 | Seward Highway NHS, 2000 Accidents Seward - South Anchorage | 35 |
| TABLE 10 | Seward Highway NHS, 2000 Accidents South Anchorage | 36 |
| TABLE 11 | Glennallen Highway NHS, 2000 Accidents Anchorage - Palmer | 37 |
| TABLE 12 | Glennallen Highway NHS, 2000 Accidents Palmer - Richardson Highway | 38 |
| TABLE 13 | Parks Highway NHS, 2000 Accidents Glennallen Highway - Talkeetna | 39 |
| TABLE 14 | Parks Highway NHS, 2000 Accidents Talkeetna - Richardson Highway | 40 |
| TABLE 15 | Richardson Highway NHS, 2000 Accidents Valdez - Alaska Highway | 41 |
| TABLE 16 | Richardson Highway NHS, 2000 Accidents Alaska Highway - Airport Way | 42 |
| TABLE 17 | Alaska Highway NHS, 2000 Accidents Alaska/Canadian Border - Richardson Highway | 43 |
| TABLE 18 | Tok Cutoff NHS, 2000 Accidents Richardson Highway - Alaska Highway | 44 |
| TABLE 19 | Alaska Statewide Accident Rates by Roadway Category, 2000 | 46 |

FIGURES

| | | |
|-----------|---|----|
| Figure 1 | Alaska Traffic Accidents, 1991-2000 | 5 |
| Figure 2 | Alaska and U.S. Fatal Accident Rates Per 100 Million VMT, 1991-2000 | 8 |
| Figure 3 | Alaska and U.S. Fatal Accident Rates Per Million Licensed Drivers, 1991-2000 | 9 |
| Figure 4 | 2000 Accident Collisions by Type All Accidents versus Fatal Accidents | 11 |
| Figure 5 | Factors Contributing To 2000 Traffic Accidents | 12 |
| Figure 6 | Major Human Factors Contributing To All 2000 Accidents | 13 |
| Figure 7 | Major Human Factors Contributing To 2000 Fatal Accidents | 14 |
| Figure 8 | Alaska and United States Alcohol-Related Fatality Rates, 1991-2000 | 15 |
| Figure 9 | Fatality Rates by Vehicle Type | 16 |
| Figure 10 | Alcohol-Related Holiday Accidents | 18 |
| Figure 11 | Temporal Distributions, 2000 All Accidents versus Fatal Accidents | 20 |
| Figure 12 | Anchorage Borough Traffic Accidents by Type, 1991-2000 | 22 |
| Figure 13 | Fairbanks Northstar Borough Traffic Accidents by Type, 1991-2000 | 23 |
| Figure 14 | Kenai Peninsula Borough Traffic Accidents by Type, 1991-2000 | 24 |
| Figure 15 | Matanuska-Susitna Borough Traffic Accidents by Type, 1991-2000 | 25 |
| Figure 16 | Juneau Borough Traffic Accidents by Type, 1991-2000 | 26 |
| Figure 17 | Ketchikan Borough Traffic Accidents by Type, 1991-2000 | 27 |
| Figure 18 | Kodiak Borough Traffic Accidents by Type, 1991-2000 | 28 |
| Figure 19 | Sitka Borough Traffic Accidents by Type, 1991-2000 | 29 |
| Figure 20 | Sparsely Populated Regions Traffic Accidents by Type, 1991-2000 | 30 |
| Figure 21 | Land Use at Accident Location | 31 |
| Figure 22 | Property Damage Only Accident Valuations by Year | 45 |

Traffic Accident Terminology

Traffic Accident Definitions: A traffic accident is a motor vehicle accident that occurs on a trafficway. Motor vehicle accidents in parking lots or on other private property, or accidents where the only vehicle(s) involved are not customarily used for transport on roads, e.g., forklifts or airline baggage carts, are not considered traffic accidents. Also excluded are motor vehicle accidents directly resulting from a natural disaster and accidents caused by an explosion or discharge of a firearm. To maintain consistency with the Fatal Accident Reporting System (FARS) definition, fatalities directly attributed to health causes are not considered traffic fatalities. Included in this category are carbon monoxide asphyxiation, drug overdose, and health problems, e.g., heart attack. These types of accidents have been omitted from this publication.

A glossary with additional definitions is provided following the Appendix Tables of this publication.

Reporting: Alaska State law (AS 28.35.080) requires the reporting of any motor vehicle accident that results in the death or injury of one or more persons or that causes total property damage of \$2,000 or more. Drivers involved in such accidents are required to report crash information to a police agency and submit Form #12-209 to the Department of Administration if police decline to investigate. Whenever police investigate a motor vehicle accident, they are required to forward Form #12-208 to the Department of Administration. Drivers are not required to submit a report to the Department of Administration if a police agency has investigated and assumed responsibility for reporting.

Some legally reportable Alaska motor vehicle accidents escape investigation by local police officers or State Troopers and may also go unreported by drivers. Alaska State Troopers often do not perform a formal crash investigation when there are no human injuries or collisions with wildlife, and all vehicles can be driven away from the accident scene. Local police departments have their own policies for investigating collisions, with some departments having a floor of \$5,000 or more before they will investigate.

Alaska State Law (AS28.22.021) requires that drivers or vehicle owners provide proof of motor vehicle liability insurance to the Department of Administration if they are involved in a motor vehicle accident on public property that involves injury, death, or total property damage exceeding \$501. Because of this, many drivers voluntarily file reports for accidents with less than \$2000 damage.

Damage valuations are not considered when ADOT&PF accident staff screen reports for inclusion in the HAS data base.

Accident Severity: Traffic accidents are categorized in this publication based on the most serious injury to motor vehicle occupants and any nonmotorists involved (pedestrians and bicyclists). Accidents that involve no injuries or deaths are designated property-damage-only (PDO); an injury accident has caused one or more injuries; and a fatal accident has resulted in at least one death within thirty days of the crash. Accidents with injuries are further subdivided into major and minor injury accidents. A major injury accident is one in which the most serious injury is incapacitating, including amputation, concussion, internal injury, severe bleeding, moderate or severe burns, and fracture or dislocation. The most serious injury in a minor injury accident is not incapacitating, e.g., pain, minor bleeding, a minor burn, a bruise, a contusion, or an abrasion.

Injury Severity: While accident severity reflects the most serious injury within an accident, occupant injury severity is evaluated for each person involved. Minor, major, and fatal injury designations are based on the same criteria used for assigning accident severity. Counts of persons not injured in the crash are accumulated under the no injuries category rather than a PDO designation.

Vehicle injury severity, which represents the most serious injury within a vehicle, is also calculated for some tables. Numbers of vehicles in which no occupants received injuries are accumulated under the no injuries category. When vehicle injury severity is used by an Appendix table, footnotes are included.

For example, Appendix Table A.1.1 shows that there were 93 fatal accidents over the entire year (accident severity) while Table 7.1 indicates that 106 persons received fatal injuries (occupant injury severity). Table C.2.1 indicates that 152 vehicles were involved in fatal accidents (accident severity), not that fatalities occurred in 152 vehicles. Table F.1.1 indicates that fatalities occurred on 7 motorcycles (vehicle injury severity), while Table F.3.3 shows that 7 motorcyclists died (occupant injury severity). Footnotes indicate which tables use vehicle injury severity.

Classification of Vehicles: In the HAS database structure, pedestrians and non motorized vehicles such as bicycles are stored as vehicles. Appendix tables labeled “all vehicles” include nonmotorized as well as motorized transport vehicle data in their analysis. Motor vehicles traditionally used on public roadways as transport vehicles, excluding motorcycles, are called “autos, trucks, and buses” or “standard highway vehicles” in this publication. Appendices A through C, and G contain accident statistics for all valid trafficway accidents. These accidents can involve any combination of vehicle types, and persons can be riding in any motor vehicle type or be nonmotorists such as pedestrians or bicyclists.. Appendix D and H contain the detailed accident data for automobiles, trucks, and buses (vehicles such as passenger cars, pick-up trucks and other light trucks, large trucks, panel/van trucks, buses, motor homes, tractor-trailer combinations, and emergency vehicles). At least one vehicle involved in such a crash must be an automobile, truck, or bus. Appendix E contains the pedestrian and pedalcycle accident details. Appendix F contains the accident statistics for motorcycles and recreational vehicles (snow machines and all terrain vehicles).

Alcohol Related: An accident is designated alcohol related if any driver or involved nonmotorist is considered alcohol impaired by police. Criteria include police suspicion of alcohol use, positive alcohol tests (usually blood alcohol, but preliminary breath tests could also be used), and traffic citations. An alcohol test is positive if the blood alcohol concentration (BAC), or equivalent, is nonzero. The term impairment is used in this publication to designate alcohol use, without respect the amount of alcohol indicated. Intoxication refers to having a BAC of 0.08% or more. Those statistics are not presented in this publication.

Holiday Intervals: Beginning with the 1999 reporting year, holiday intervals comply with NHTSA guidelines. If a holiday occurs on either Saturday or Sunday, the holiday interval extends from 6:00 pm Friday to 5:59 am Monday. Intervals for holidays occurring on Monday or Tuesday extend from 6:00 pm Friday to either 5:59 am Tuesday or 5:59 am Wednesday. If the holiday falls on Wednesday, a 6:00 pm Tuesday to 5:59 am Monday interval is used. If the holiday falls on Thursday, the holiday period runs from 6:00 pm Wednesday to 5:59 am. The interval for a holiday occurring on Friday extends from 6:00 pm Thursday to 5:59 am Monday. For many holidays, the length of the holiday interval will vary from year to year.

Trends in Alaska Traffic Accidents

Population estimates, numbers of licensed drivers, numbers of registered motor vehicles, and estimates of annual vehicle miles traveled (AVMT) by all motor vehicles in Alaska are given in Table 1 for the last ten years. Annual Vehicle Miles Travelled (AVMT) are from estimates developed in the Federal Highway Administration's Highway Performance Monitoring System (HPMS). The HPMS estimates for AVMT are typically 20% less than the estimates based on motor fuel consumption used in pre-1990 versions of this publication. The data series for both the estimated number of licensed drivers and the estimated number of registered motor vehicles are from the Division of Motor Vehicles, Alaska Department of Administration. Motor vehicles include snowmobiles and motorcycles. After 1997, the number of licensed drivers includes those with instruction permits.

TABLE 1 ²
Alaska Mid-year Population, Licensed Drivers, Registered
Motor Vehicles, and Vehicle Miles Traveled, 1991-2000

| Year | Mid-year Population | Licensed Drivers | Registered Motor Vehicles | Annual Vehicle Miles Traveled (Millions) |
|-------------|----------------------------|-------------------------|----------------------------------|---|
| 2000 | Not available | 483,000 | 737,000 | 4601 |
| 1999 | 622,000 | 478,000 | 712,000 | 4546 |
| 1998 | 621,000 | 474,000 | 676,000 | 4515 |
| 1997 | 611,000 | 464,000 | 652,000 | 4,120 |
| 1996 | 608,000 | 430,000 | 629,000 | 4,220 |
| 1995 | 616,000 | 435,000 | 630,000 | 4,403 |
| 1994 | 606,000 | 436,000 | 545,000 | 4,148 |
| 1993 | 599,000 | 394,000 | 523,000 | 3,919 |
| 1992 | 587,000 | 394,000 | 513,000 | 3,842 |
| 1991 | 573,000 | 392,000 | 494,000 | 4,021 |

² Sources: 1) Alaska mid-year population 1991 estimate is from the **Alaska Population Overview** (Table 1.1), Alaska Department of Labor, July, 1992. The 1992 through 1998 estimates are from Greg Williams, Alaska State Demographer, Research & Analysis, State Data Center, Alaska Department of Labor (NOTE: 1996 estimates used a new computational method). The 1999 mid-year estimate is from **Alaska Population Overview** (Table 4.1), Alaska Department of Labor, May, 2000. 2) Licensed driver estimates are from the Division of Motor Vehicles, Alaska Department of Administration. 3) Registered motor vehicle estimates are from the Division of Motor Vehicles, Alaska Department of Administration. 4) Annual vehicle miles traveled (AVMT) are from the DOT&PF Highway Performance Monitoring System (HPMS) data for 1991 through 2000. The 1991-2000 AVMT have been adjusted for axle correction for all functional classes.

Table 2 and Figure 1 present the number of traffic accidents reported in Alaska from 1991 through 2000 by accident severity. The total number of traffic accidents in 2000 was four percent (3.9%) less than 1999. Fewer property damage only (PDO) accidents were reported, while numbers of injury and fatal accidents increased. The number of fatal motor vehicle accidents increased by more than thirty-one percent from 1999.

TABLE 2 ³
Alaska Traffic Accidents by Accident Injury Severity and Year
1991-2000

| Year | Property Damage Only Accidents | Non-fatal Injury Accidents | Fatal Accidents | All Accidents |
|-------------|---|---|----------------------------|----------------------|
| 2000 | 9789 | 4245 | 93 | 14127 |
| 1999 | 10,439 | 4181 | 71 | 14,691 |
| 1998 | 9,246 | 4,190 | 63 | 13,499 |
| 1997 | 9,523 | 4,213 | 68 | 13,804 |
| 1996 | 10,956 | 3,935 | 71 | 14,962 |
| 1995 | 11,052 | 4,117 | 75 | 15,244 |
| 1994 | 11,400 | 3,925 | 70 | 15,395 |
| 1993 | 10,650 | 3,768 | 88 | 14,509 |
| 1992 | 11,726 | 3,786 | 89 | 15,601 |
| 1991 | 11,910 | 3,890 | 90 | 15,890 |

³ Sources: **1991 Alaska Traffic Accidents** (1992); **1992 Alaska Traffic Accidents** (1993); **1993 Alaska Traffic Accidents** (1994); **1994 Alaska Traffic Accidents** (1995); **1995 Alaska Traffic Accidents** (1996); **1996 Alaska Traffic Accidents** (1997); **1997 Alaska Traffic Accidents** (1998); **1998 Alaska Traffic Accidents** (1999); **1999 Alaska Traffic Accidents** (2000), all by ADOT&PF Headquarters, Juneau. Fatal accidents reporting is consistent with the Fatality Analysis Reporting System (FARS) criteria.

Figure 1
Alaska Traffic Accidents
1991-2000

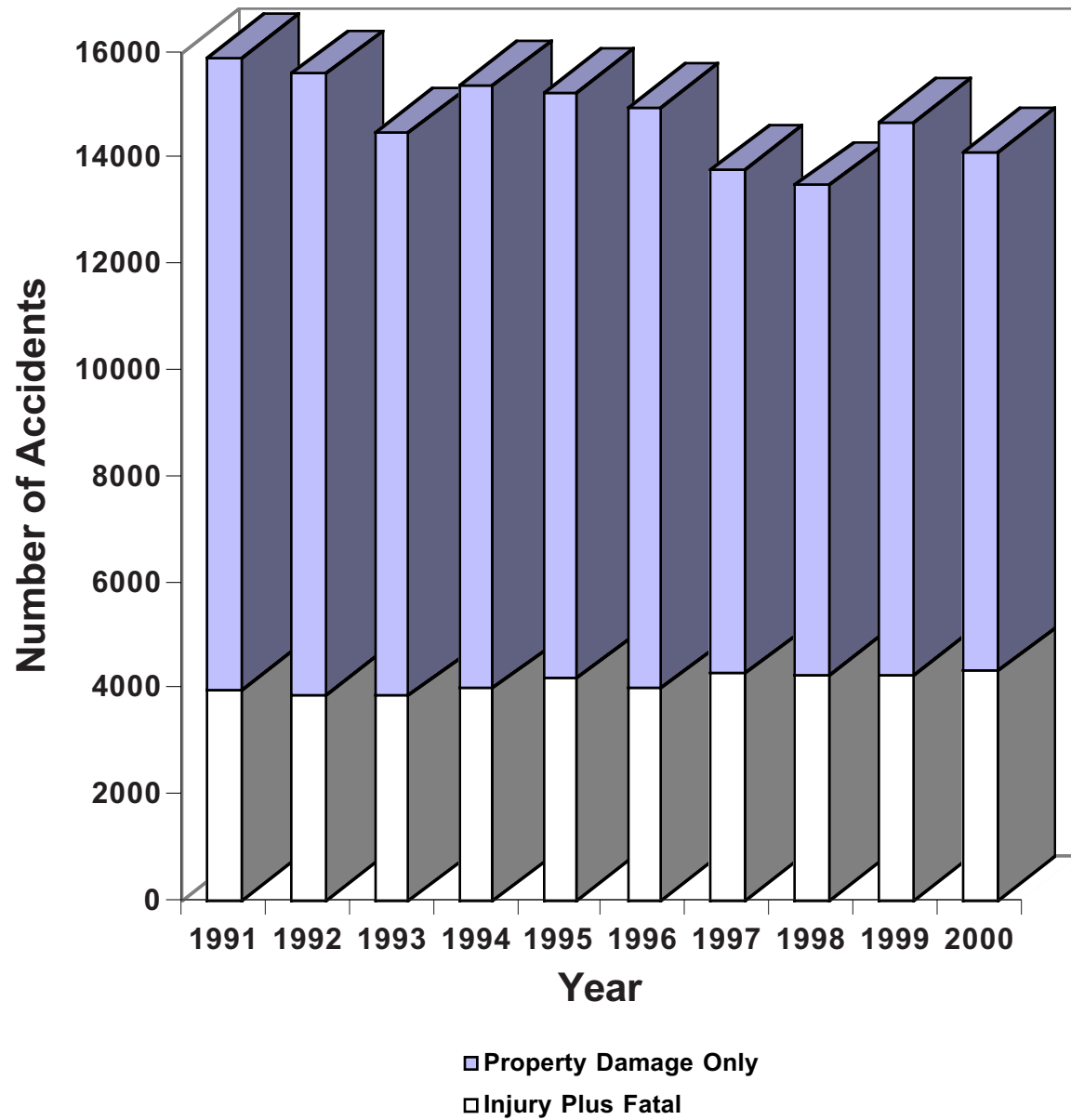


Table 3 summarizes numbers of persons injured or killed and the amount of vehicle property damage reported from 1991 through 2000. The number of people killed in traffic accidents increased markedly in 2000. Vehicle property damage increased, as did the value of damage to non-vehicular property such as bridges, guardrails, light posts, traffic signs, and private property (\$2.1 million in 2000, \$1.3 million in 1999; not shown).

Police reported hit and run circumstances for 1296 accidents in 2000, or about nine percent of all reported accidents and five percent of injury accidents. Fifteen percent of non-vehicular property damage occurred in accidents where a driver left the accident scene prior to police arrival or failed to report.

TABLE 3 ⁴
Injuries, Deaths, and Estimated Vehicle Property Damage
from Alaska Traffic Accidents, 1991-2000

| Year | Nonfatal Traffic Injuries | Traffic Deaths | All Traffic Deaths And Injuries | Vehicle Property Damage |
|-------------|--|---------------------------|--|------------------------------------|
| 2000 | 6120 | 106 | 6226 | \$52,297,419 |
| 1999 | 6,081 | 77 | 6158 | \$50,434,435 |
| 1998 | 6,163 | 70 | 6,233 | \$46,444,657 |
| 1997 | 6,257 | 78 | 6,335 | \$46,351,311 |
| 1996 | 5,851 | 79 | 5,930 | \$54,803,614 |
| 1995 | 6,059 | 87 | 6,146 | \$57,830,000 |
| 1994 | 5,778 | 85 | 5,863 | \$43,040,000 |
| 1993 | 5,686 | 118 | 5,804 | \$40,300,000 |
| 1992 | 5,561 | 108 | 5,669 | \$42,200,000 |
| 1991 | 5,669 | 101 | 5,770 | \$41,100,000 |

Included in the 106 Alaska traffic deaths in 2000 were 10 pedestrians, 4 pedalcyclists, 7 motorcyclists, 6 all-terrain vehicle/snowmobile riders, and 79 occupants of standard highway vehicles. Eight children under the age of sixteen and ten older adults (age 65 or older) were killed. There was one fatality attributed to a motor vehicle collision with a moose. Forty-five people might still be alive had they been wearing seat belts. Forty-six deaths occurred in alcohol-related traffic accidents.

⁴ Sources: **1991 Alaska Traffic Accidents** (1992); **1992 Alaska Traffic Accidents** (1993); **1993 Alaska Traffic Accidents** (1994); **1994 Alaska Traffic Accidents** (1995); **1995 Alaska Traffic Accidents** (1996); **1996 Alaska Traffic Accidents** (1997); **1997 Alaska Traffic Accidents** (1998); **1998 Alaska Traffic Accidents** (1999); **1999 Alaska Traffic Accidents** (2000), all by ADOT&PF Headquarters, Juneau. Fatalities (Traffic deaths) are consistent with the Fatality Analysis Reporting System (FARS) criteria.

Two accepted methods for accident severity comparisons use calculations of the number of fatalities per million vehicle miles traveled (VMT) and number of fatalities per number of licensed drivers. Table 4 summarizes the United States annual VMT, licensed drivers, and fatalities for the last ten years, as provided by the Federal Highway Administration, Office of Highway Information Management.

TABLE 4 ⁵
United States Vehicle Miles Traveled,
Licensed Drivers, and Fatalities
1991-2000

| Year | Annual Vehicle Miles Traveled (Millions) | Licensed Drivers | Fatalities |
|-------------|---|-----------------------------|-------------------|
| 2000 | 2,750,000 | 190,625,000 | 41,821 |
| 1999 | 2,691,000 | 187,170,000 | 41,717 |
| 1998 | 2,632,000 | 184,980,000 | 41,501 |
| 1997 | 2,562,000 | 182,709,000 | 42,013 |
| 1996 | 2,486,000 | 179,539,000 | 42,065 |
| 1995 | 2,423,000 | 176,628,000 | 41,817 |
| 1994 | 2,358,000 | 175,403,000 | 40,716 |
| 1993 | 2,296,000 | 173,149,000 | 40,150 |
| 1992 | 2,247,000 | 173,125,000 | 39,250 |
| 1991 | 2,172,000 | 168,995,000 | 41,508 |

⁵ Source: **Traffic Safety Facts 2000 -Overview**, NationalCenter for Statistics & Analysis. This fact sheet was provided by the National Highway Traffic Safety Administration internet site at www.nhtsa.dot.gov/people/ncsa/factsheet.html.

Figure 2 compares Alaska and U.S. fatalities per 100 million annual vehicle miles traveled (VMT) for the last ten years. The U.S. rate remained near 1.7 fatalities per 100 million VMT for the five years from 1992 to 1996, and has been decreasing since 1996. In 2000, the national rate was 1.52 motor vehicle fatalities per 100 million vehicle miles traveled. Alaska's rate exceeded the national rate until 1998 and 1999. In 2000, Alaska's rate rose for the first time in six years, to 2.30 fatalities per 100 million VMT.

Figure 2
Alaska and U.S. Traffic Fatalities
Per 100 Million VMT
1991-2000

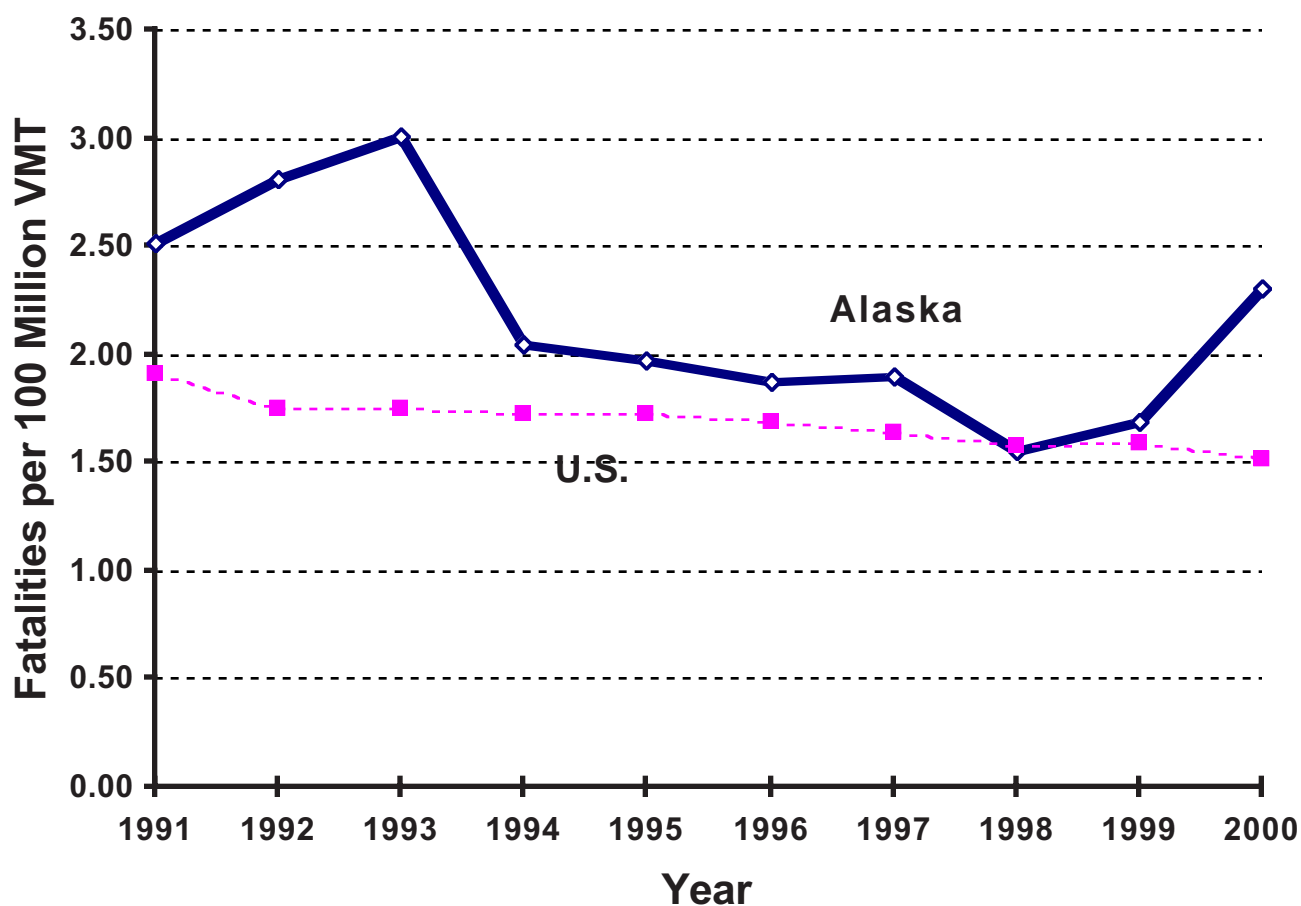
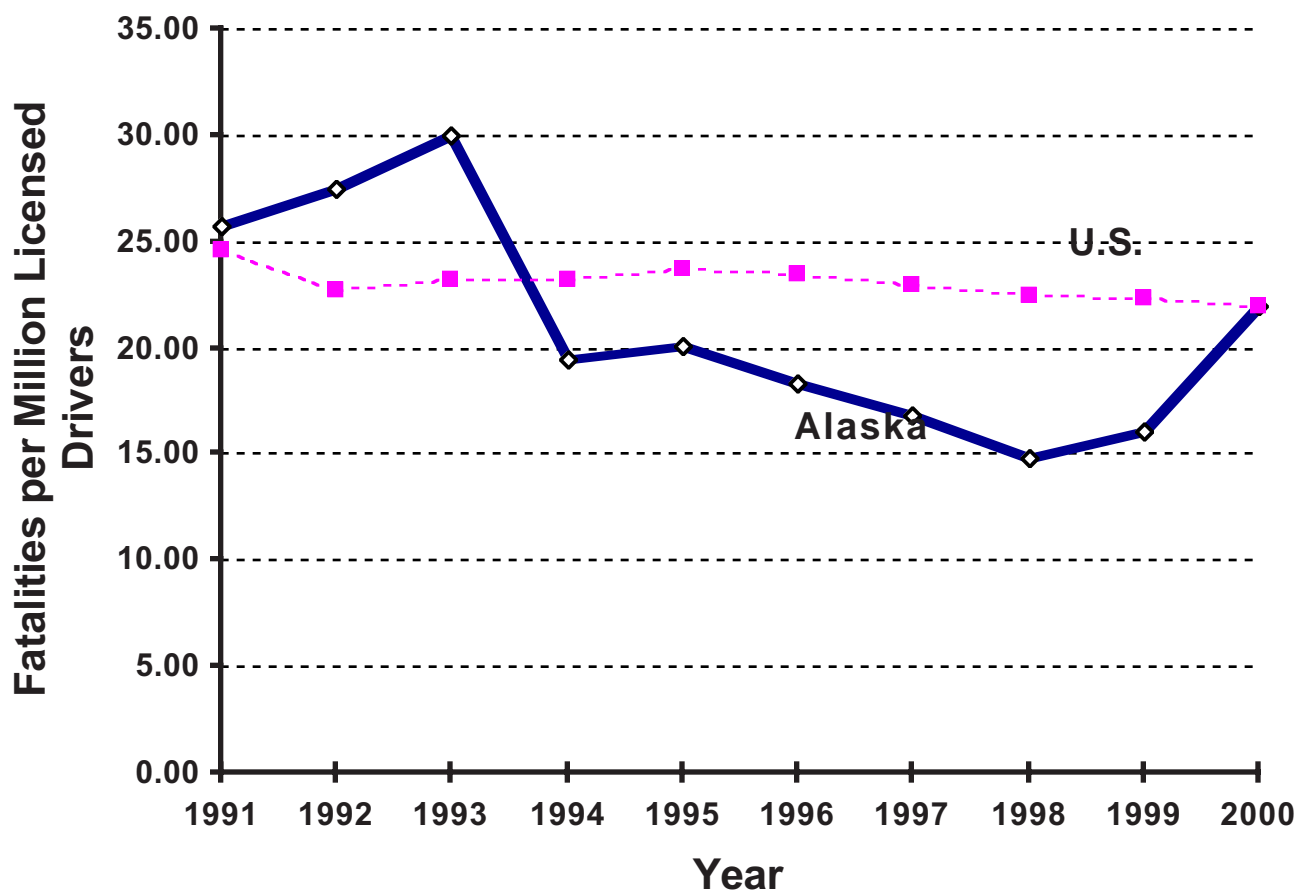


Figure 3 illustrates the number of fatalities per million licensed drivers for the U.S. and Alaska. While Alaska fatality rates normalized by VMT are generally higher than the corresponding national rate, Alaska rates calculated on the basis of population, licensed drivers, or registered vehicles have been much lower. In 2000, the number of fatalities per million licensed Alaska drivers rose to match the national rate, though it has been lower than the national rate for the last six years.

Figure 3
Alaska and U.S. Traffic Fatalities
Per Million Licensed Drivers
1991-2000



Types of Collisions

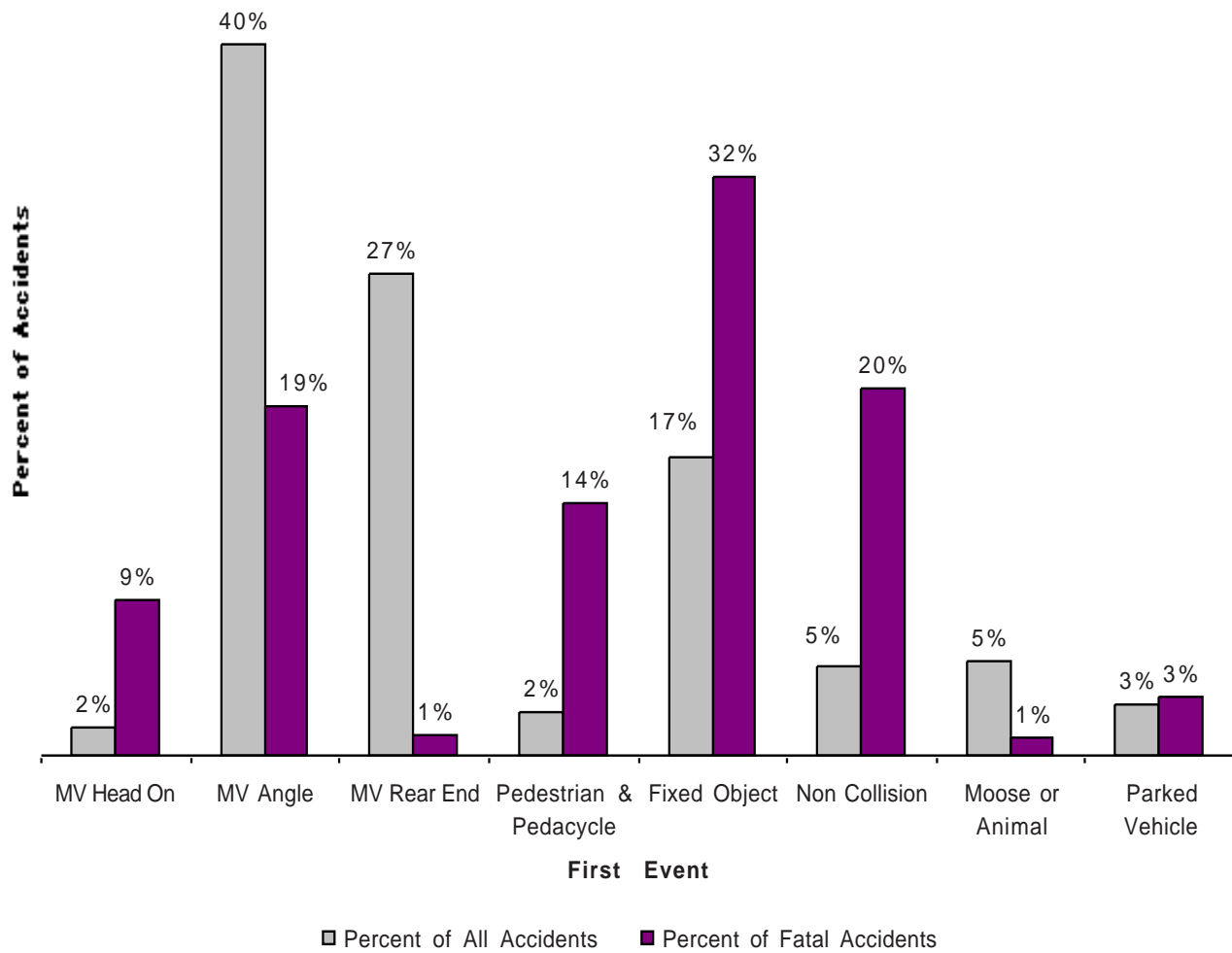
The type of collision describes the crash events of the traffic accident. Law enforcement personnel indicate a first collision event for the entire accident and a possible second collision event for each vehicle, following procedures described in the State of Alaska Police Accident Report Manual. The first collision event is commonly used to classify the type of accident (or crash type). For a single vehicle, this may be a collision with an animal, pedestrian, or fixed object such as a light pole or ditch, or a non-collision event such as an overturn. For multiple vehicle accidents, the first event is typically a collision with another vehicle. Collisions with other vehicles are classified as rear end, head on, and angle motor vehicle collisions.

Figure 4, adapted from Appendix Table C.1.2, shows the first collision event types for all accidents and for those accidents that resulted in fatal injuries. Collisions between motor vehicles (head-on, rear-end, and angle combined) accounted for seventy-eight percent of all accidents and almost twenty-nine percent of fatal crashes.

Forty percent (39.6%) of all Alaska traffic accidents involved motor vehicle (MV) angle collisions, a crash type associated typically with turning movements, passing, and failure to yield situations. The second most prevalent type of crash was the MV rear end collision, which is typical of situations involving unsafe speed and driver inattention, either at intersections or in slowing traffic. Collisions with fixed objects (such as light poles, barriers, and embankments) comprised the third most prevalent type of crash for all accidents. Many of these occurred in single vehicle accidents and were a result of driver inattention, unsafe speed, and alcohol involvement.

Fixed object collisions were the most frequent crash type in fatal accidents. Fatal accidents also included a higher percentage of MV head-on collisions, pedestrian and pedalcyclist accidents, and overturn events than accidents overall.

Figure 4
2000 Accident Collisions by Type
All Accidents versus Fatal Accidents

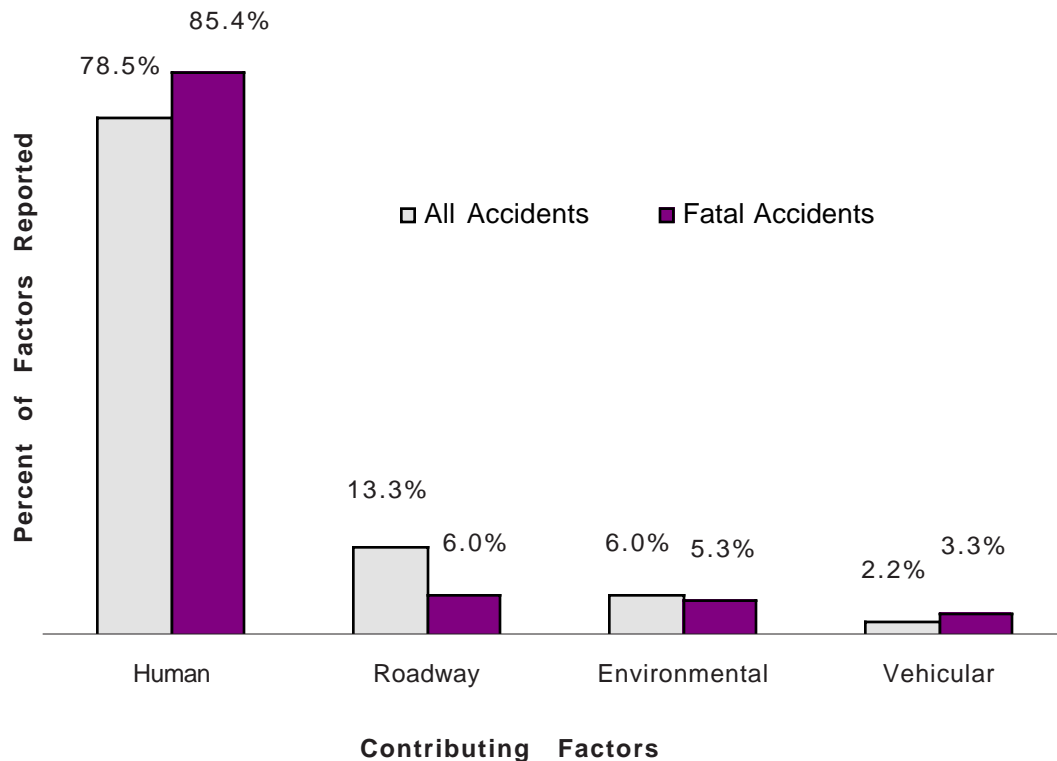


Significant Contributing Factors

There are four major categories of contributing factors considered as causes of motor vehicle crashes: human error, roadway conditions, environmental elements, and vehicle defects. With the exception of driver-reported accidents, for which contributing factor data is not collected, each vehicle can have up to four contributing factors recorded by law enforcement personnel.

Figure 5, as adapted from Appendix Table C.5.1, compares the relative contributions of human, vehicle, roadway, and environmental factors in 2000 traffic accidents. As in all previous years, human factors were recorded most frequently, that is, most accidents were the result of improper driving or the physical condition of the driver.

Figure 5
Factors Contributing To 2000 Traffic Accidents



Figures 6 and 7 (adapted from Appendix Table C.6.1) show the major human factors that contributed to all accidents and to fatal accidents, respectively.

As in the previous reporting year, unsafe speed was the most frequently reported human contributing factor for all accidents, followed by driver inattention, failure to yield, and alcohol/drug use (Figure 6). Unsafe speed, inattention, and failure to yield (in that order) have been the most frequently cited contributing factors for the past six years, with the exception of 1998 in which failure to yield was cited more often than inattention. Alcohol/drug use has ranked fourth as a human factor in all accidents since 1994.

Figure 6
Major Human Factors Contributing
To All 2000 Accidents

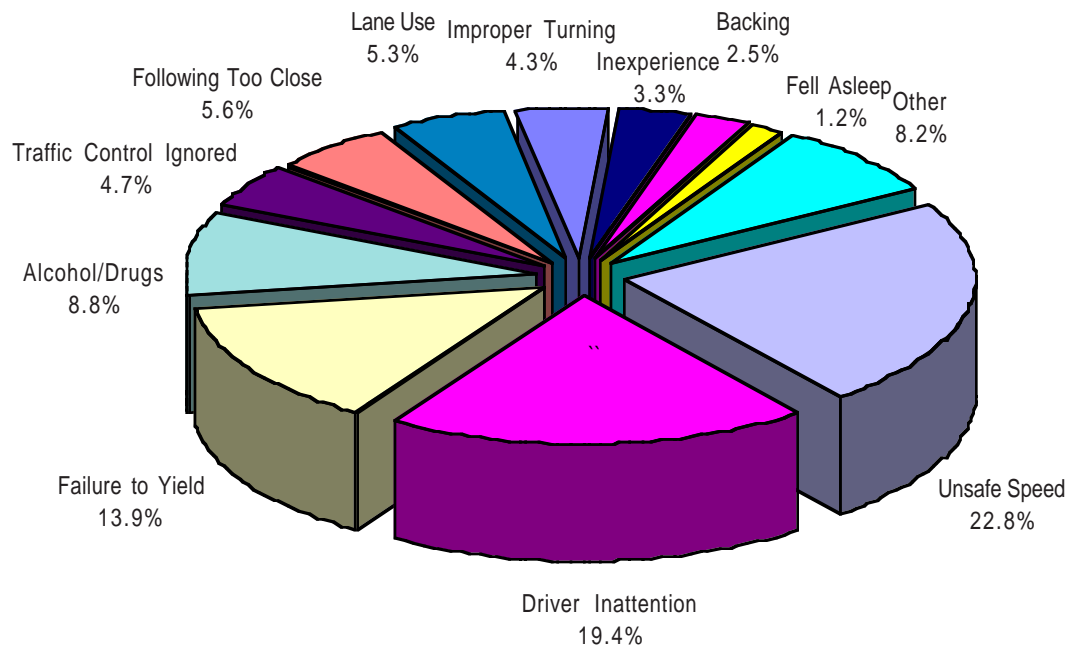
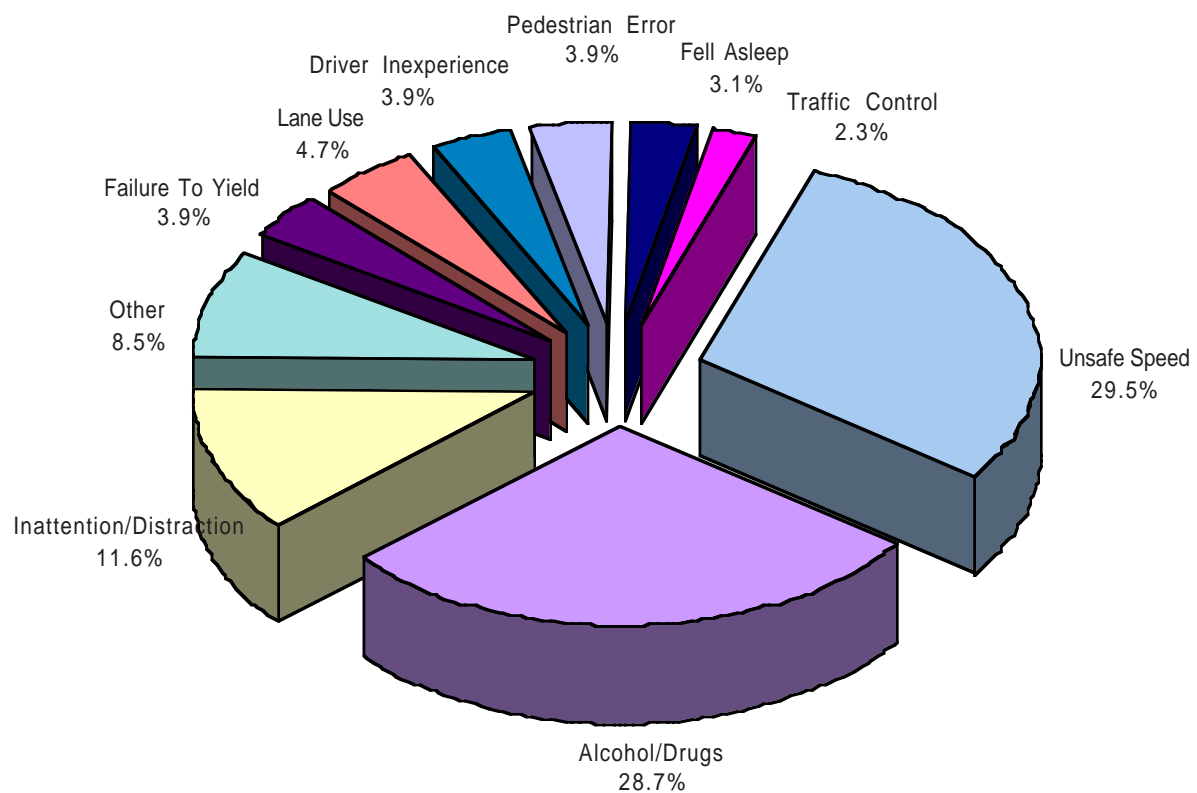


Figure 7 illustrates that unsafe speed, alcohol/drug use, and driver inattention were the most frequently cited human factors in fatal accidents during 2000. Alcohol/drug use factors were noted far more often in fatal accidents than in accidents overall (28.7% versus 8.8%).

Figure 7
Major Human Factors Contributing To
2000 Fatal Accidents

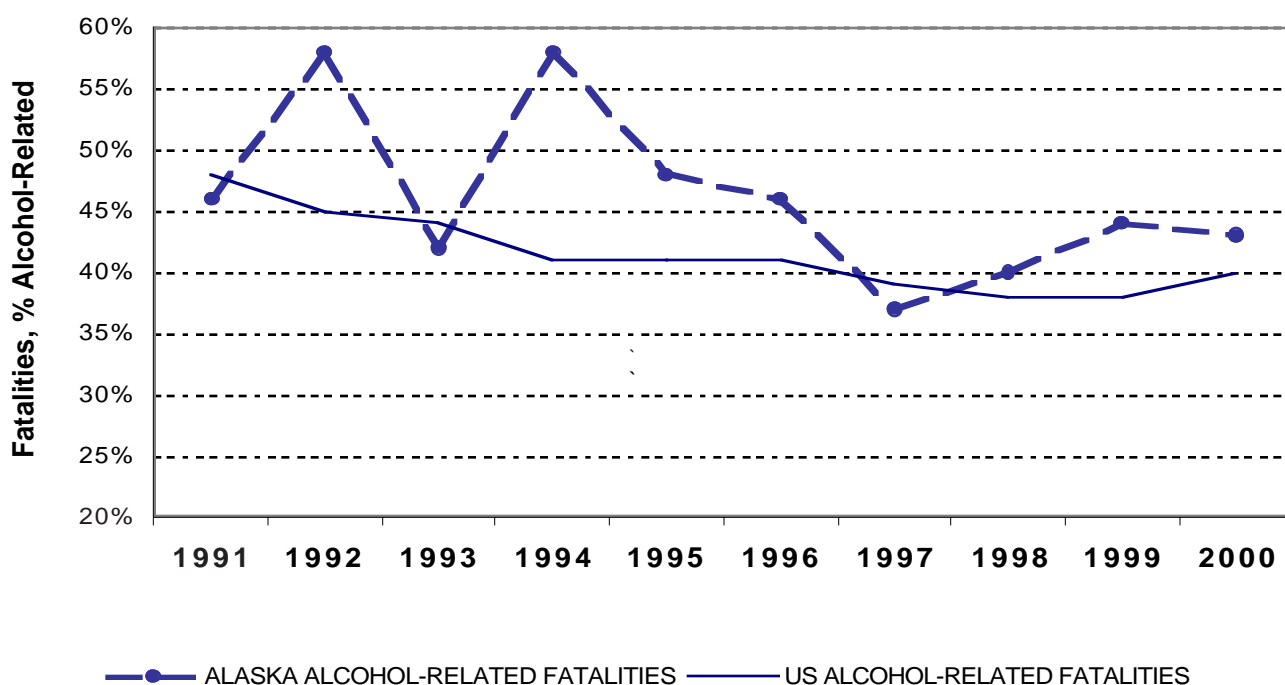


Alcohol Involvement

In addition to the contributing factors discussed in the previous section, traffic citations, alcohol test results, and pedestrian actions are considered when evaluating Alaska traffic accidents for alcohol involvement. Alcohol tests are considered positive if nonzero. For the 2000 reporting year, 1145 accidents were determined to be alcohol-related, including 38 of the 93 fatal accidents. Forty-six of 106 fatalities (43.4%) occurred in traffic accidents where police indicated alcohol involvement.

Figure 8 shows the Alaska alcohol-related fatality rates (the percentage of fatalities that occurred in alcohol related crashes) compared to the national rate⁶ for the years 1991 to 2000.

Figure 8
Alaska and United States
Alcohol-Related Fatality Rates, 1991-2000



⁶Sources: **Traffic Safety Facts 2000 -Alcohol** and corresponding publications for prior years, from the National Center for Statistics & Analysis. This fact sheet was provided by the National Highway Traffic Safety Administration internet site at www.nhtsa.dot.gov/people/nhtsa/factsheet.html. NHTSA data is based on blood alcohol test results (BAC of 0.01 or greater).

The 46 alcohol-related traffic fatalities included 34 occupants killed in standard highway vehicles, two pedestrians, two bicyclists, four ATV/snow machine riders, and four motorcyclists. Two children under age 16 and three seniors over age 65 died in alcohol-related accidents. In this publication, “impaired” is used to indicate that a driver or nonmotorist had a positive blood alcohol determination (nonzero BAC) or that police suspected alcohol use (as indicated by contributing factor coding and citations issued). Twenty-two of the driver fatalities in standard motor vehicles were alcohol impaired, as were four atv/snowmobile operators and four motorcycle operators. Two nonmotorists (one pedestrian and one bicyclist) that were struck and killed by motor vehicles were alcohol impaired.

Figure 9 compares the percentage of persons fatally injured in all accidents and the percentage that were killed in alcohol related accidents, by the type of vehicle that they occupied. In accidents overall, injury severity (not shown) and fatality rates were greater in special vehicles such as motorcycles and snowmobiles than in standard motor vehicle types such as passenger cars and pick ups. A similar trend is seen in alcohol related crashes.

Figure 9
Fatality Rates by Vehicle Type

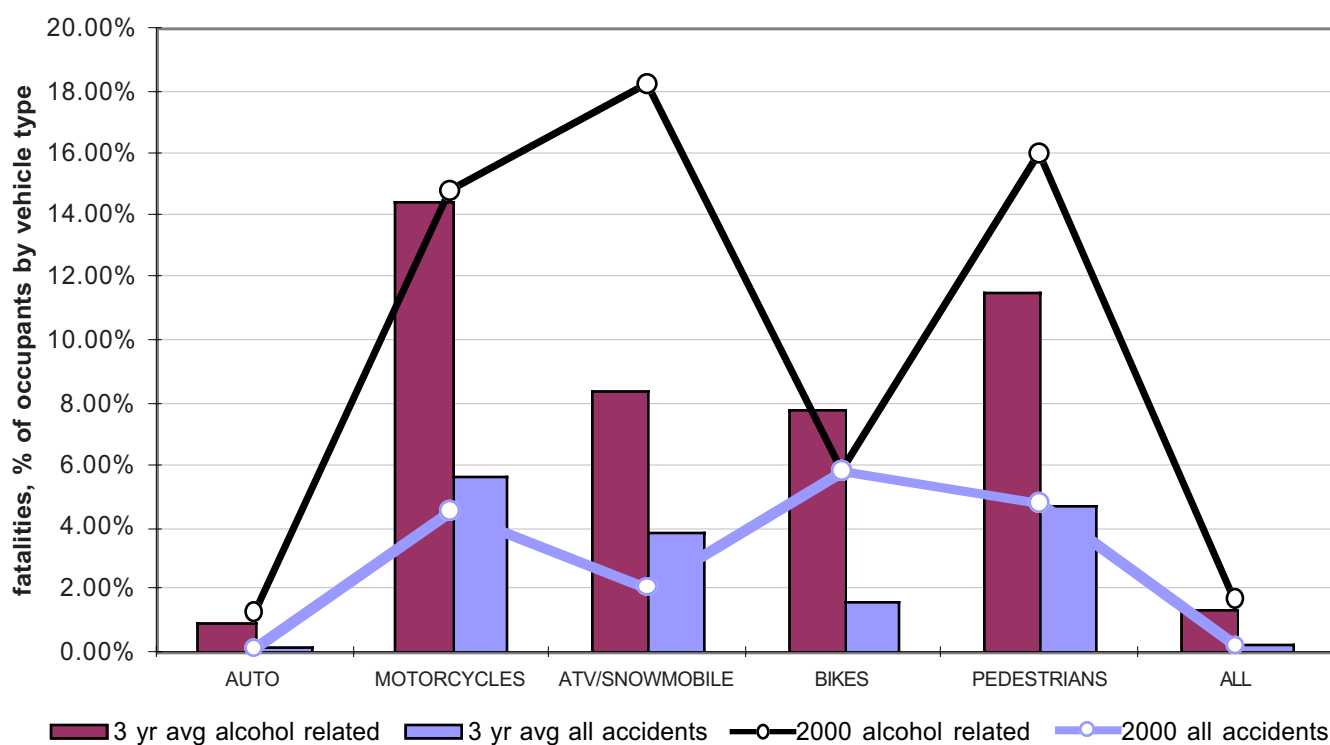


Table 5 summarizes traffic accidents over six holiday periods during 2000.⁷ Almost sixteen percent (15.5%) of holiday accidents were alcohol-related in 2000 (8.1% were alcohol-related during the full reporting year). Twenty-five percent of injuries plus fatalities during the holiday periods were alcohol-related (18.3% for the full year). Seven of the eleven fatalities that occurred during these holidays were alcohol-related.

TABLE 5
2000 Holiday Traffic Accidents

| NEW YEAR | ACC TYPE | ALL | ALC | INJ TYPE | ALL | ALC |
|-------------------------|------------------|------------|------------|--------------------|------------|------------|
| 6 PM Friday 12/31/99 | PDO ACC | 77 | 8 | | | |
| through | INJURY ACC | 26 | 4 | INJURIES | 37 | 4 |
| 5:59 AM Monday 1/03/00 | FATAL ACC | 1 | 0 | FATALITIES | 2 | 0 |
| (60 hours) | TOTAL ACC | 104 | 12 | | | |
| MEMORIAL DAY | | | | | | |
| 6 PM Friday 5/26/00 | PDO ACC | 52 | 7 | | | |
| through | INJURY ACC | 34 | 10 | INJURIES | 58 | 14 |
| 5:59 AM Tues 5/30/00 | FATAL ACC | 1 | 0 | FATALITIES | 1 | 0 |
| (84 hours) | TOTAL ACC | 87 | 17 | | | |
| FOURTH of JULY | | | | | | |
| 6 PM Friday 6/30/00 | PDO ACC | 86 | 8 | | | |
| through | INJURY ACC | 41 | 9 | INJURIES | 63 | 23 |
| 5:59 AM Wed 7/05/00 | FATAL ACC | 3 | 2 | FATALITIES | 8 | 7 |
| (108 hours) | TOTAL ACC | 130 | 18 | | | |
| LABOR DAY | | | | | | |
| 6 PM Friday 9/01/00 | PDO ACC | 61 | | 12 | | |
| through | INJURY ACC | 38 | 6 | INJURIES | 56 | 14 |
| 5:59 AM Tues 9/05/00 | FATAL ACC | 0 | 0 | FATALITIES | 0 | 0 |
| (84 hours) | TOTAL ACC | 99 | 18 | | | |
| THANKSGIVING | | | | | | |
| 6 PM Wed 11/22/00 | PDO ACC | 75 | 10 | | | |
| through | INJURY ACC | 38 | 5 | INJURIES | 58 | 9 |
| 5:59 AM Monday 11/27/00 | FATAL ACC | 0 | 0 | FATALITIES | 0 | 0 |
| (108 hours) | TOTAL ACC | 113 | 15 | | | |
| CHRISTMAS | | | | | | |
| 6 PM Friday 12/22/00 | PDO ACC | 70 | 8 | | | |
| through | INJURY ACC | 22 | 6 | INJURIES | 35 | 9 |
| 5:59 AM Tues 12/26/00 | FATAL ACC | 0 | 0 | FATALITIES | 0 | 0 |
| (84 hours) | TOTAL | 92 | 14 | | | |
| HOLIDAY TOTALS | ACCIDENTS | 625 | 97 | INJ + FATAL | 318 | 80 |

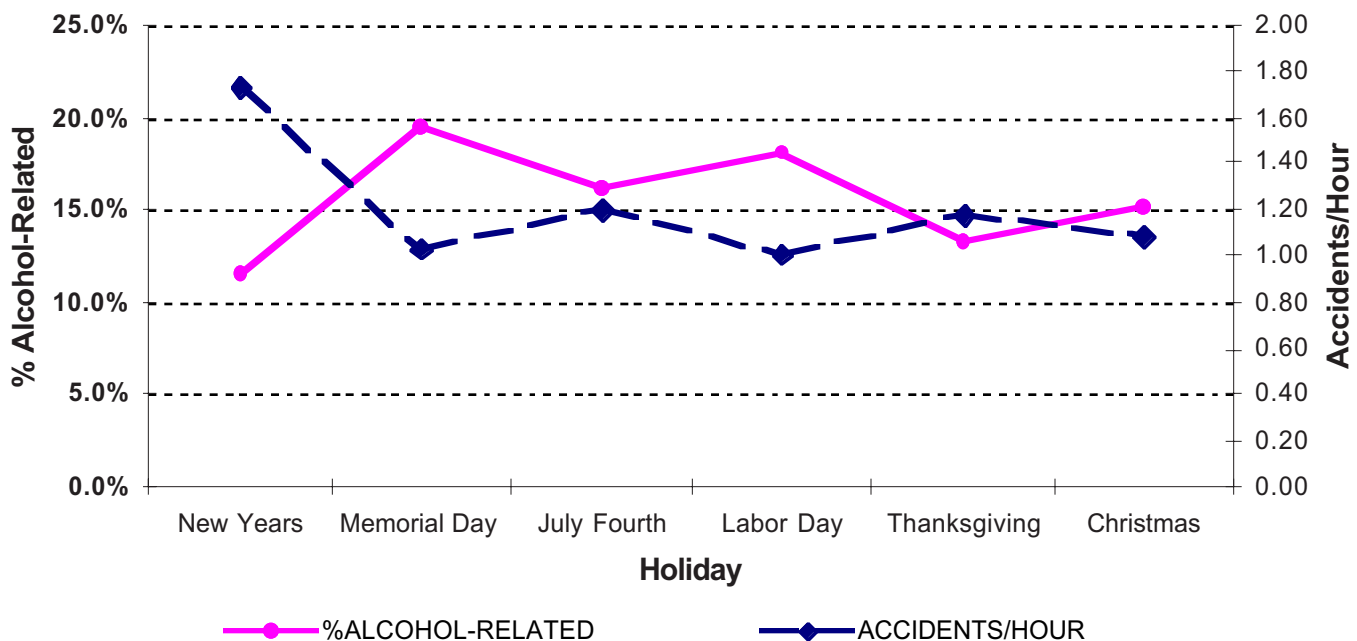
⁷Beginning with the **1999 Alaska Traffic Accidents** publication, holiday periods have been defined to conform with guidelines used by NHTSA in **Traffic Safety Facts**.

Table 6 shows the percentage of alcohol-related accidents for each holiday. To facilitate comparisons between holidays, an hourly rate (for accidents of all severity classes) has been provided. As in the previous year, Memorial Day, Independence Day, and Labor Day (summer holidays) had the highest rates of alcohol involvement, while the winter holidays of Thanksgiving, Christmas, and New Year's had the lowest (Figure 10). The number of accidents (PDO, injury, and fatal accidents combined) per hour was similar for all holidays tracked, with the exception of the New Years holiday interval.

Table 6
Holiday Accidents, by Percent Alcohol Related
and Traffic Accidents per Hour

| Holiday | % Alcohol-Related | Accidents per Hour |
|--------------|-------------------|--------------------|
| New Years | 11.5 | 1.73 |
| Memorial Day | 19.5 | 1.04 |
| July Fourth | 16.2 | 1.20 |
| Labor Day | 18.2 | 1.01 |
| Thanksgiving | 13.3 | 1.18 |
| Christmas | 15.2 | 1.10 |
| All Holidays | 15.5 | 1.18 |
| All Year | 8.1 | 1.61 |

Figure 10
Alcohol-Related Holiday Accidents



Temporal Distribution of Traffic Accidents

Figure 11 shows the occurrence of 2000 accidents by month of year, by day of week, and by two hour intervals over the course of a 24 hour day (taken from Appendix Tables A.1.2, A.2.2, and A.3.2 respectively). Accidents are presented by severity class.

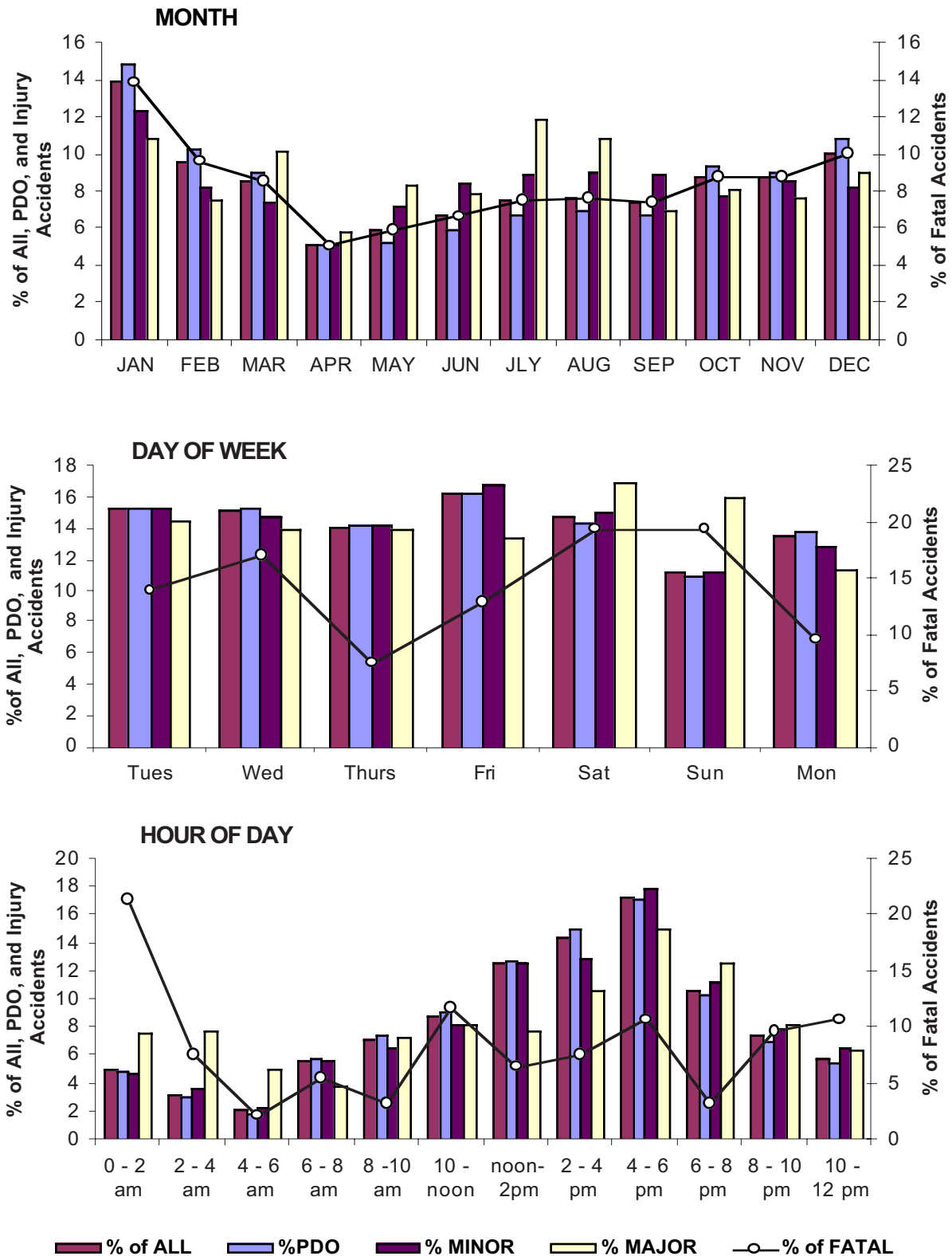
In a typical year, Alaska experiences most PDO accidents during the winter months and most major injury and fatal accidents during the summer. The higher numbers of major injury and fatal accidents during summer months may correlate with the higher daily VMT, higher speeds caused by lower levels of driver caution, and longer hours of daylight. One might expect more property damage accidents to occur during the winter months due to adverse driving conditions, slower speeds caused by increased levels of driver caution, and longer periods of darkness. In 2000, 63.5% of PDO accidents were concentrated over the six fall and winter months of October through March, while only 36.8% of PDO accidents occurred between April and September. Major injury accidents peaked over July and August (11.9% and 10.8% respectively, of all major injury crashes during the year). The highest number of fatal crashes occurred in January.

As a generalization, more accidents tend to occur on weekdays than on weekends, due in part to heavier traffic volumes as people commute to work. In 2000, Friday had the highest number of accidents (16.2% of all accidents during the week). The lowest number of accidents occurred on Sunday (11.2%). Thirty-eight percent of fatal crashes occurred on Saturday and Sunday combined (19.4% each day). Numbers of major injury crashes also peaked over the weekend. Appendix Tables A.4.1 and A.4.2 summarize accident and alcohol related accident counts by severity for two hour intervals during the weekend (noon Friday to midnight Sunday).

Total accidents followed the typical hourly distribution in 2000, rising from low numbers of accidents in the four-to-six-am time period, reaching a maximum during the afternoon rush hour, then falling steadily through the midnight to 4 a.m. period. Almost one third (32.3%) of fatal crashes occurred between ten in the evening and two the following morning; 21.5% of them occurred during the two hour period between midnight and 2 a.m. Compared to the previous three years, a lower percentage of the accidents that occurred during the morning and evening commutes resulted in fatal injuries.

While overall accident rates and fatal accident rates probably reflect road conditions, traffic volumes, and driver error, collisions with moose tend to parallel snowfall patterns in Southcentral Alaska and are often the consequence of animal foraging behavior and visibility. In 2000, 29% of moose accidents occurred during January and February (almost 16% in January and about 13% in February), while the months of April and May had the lowest frequency of encounters (3% and 3.7% respectively). Forty-two percent of collisions with moose occurred between six in the evening and midnight (14.8% between 6 and 8 p.m., 14.4% between 8 and 10 p.m., and 13% between 10 and midnight). Moose encounters were least likely during the midday (only 4% occurred between 10 a.m. and noon, 3.2% between noon and 2 p.m., and less than 2% between 2 and 4 p.m.). Moose collision data is summarized in Appendix tables C.4.1 -C.4.4. No figures are presented here.

Figure 11
Temporal Distributions, 2000



Geographic Distribution of Traffic Accidents

Figures 12 through 20, based on Appendix Table A.5.1, present accident occurrences by modified severity type (property damage only, or nonfatal plus fatal injury accidents combined) for selected geographical locations. They provide a comparative illustration, by borough, of property damage and injury accident trends for the years 1991 through 2000. Figures 12 through 19 show accident counts for the eight most populous boroughs. Figure 20 (sparsely populated boroughs) includes all other, less-populated, boroughs and unorganized areas. For comparison to the trend statewide, see Figure 1.

Numbers of property damage only accidents were comparable to the previous year or decreased in all boroughs and statewide.

Accident severity increased in three of the eight populous boroughs in 2000 (by 1.8% in Matanuska-Susitna Borough, by 13.7% in the Kodiak Borough, and by 4.5% in the Kenai Peninsula Borough). All three boroughs also experienced increased numbers of injury plus fatal accidents in 1999; increases in 2000 were of a lower magnitude.

Three borough areas had fatal crash rates (as a percent of all accidents reported in that area) well above the statewide rate of 0.66% (Kenai Borough, 1.07%; Kodiak Borough, 4.43%; and sparsely populated boroughs, 3.13%). The fatal crash rate in the Municipality of Anchorage was about half of the statewide rate (0.32%).

Over time, most boroughs have exhibited a downward trend in the total number of accidents. The notable exception has been the Matanuska-Susitna Borough, which has exhibited a consistent upward trend in number of accidents since 1991. In 2000, the number of accidents reported in the Matanuska-Susitna Borough was 43% higher than the number reported in 1991. While total accidents in the Kodiak Borough increased in both 1999 and 2000, the number of crashes reported there in 2000 was still only two thirds of the number reported in 1991. After several years during the mid-1990s in which crash numbers fell, Kenai Peninsula Borough is now reporting crashes at levels comparable to 1991 and 1992. All other populous boroughs reported fewer total crashes in 2000 than they did in 1991 (Municipality of Anchorage, 10%; Fairbanks Northstar Borough, 20%; Juneau, 36%; Ketchikan, 45%; and Sitka, 41% less than in 1991). Accident counts in the less populated boroughs and unincorporated areas decreased 31% between 1991 and 2000. Statewide, Alaska traffic accidents decreased 10% during the decade.

The unified Municipality of Anchorage, with about 40% of the State's population, reported fifty-nine percent of all Alaska traffic accidents and thirty percent of fatal crashes in 2000.

Moose collisions (Appendix Tables C.4.1 to C.4.4) were concentrated in the Fairbanks Northstar Borough and in three southcentral Alaska boroughs, as in previous years. Ninety-two percent of collisions with moose occurred in Anchorage (24% of moose collisions statewide), Matanuska-Susitna Borough (23%), Kenai Borough (26%) and Fairbanks Northstar Borough (19%). Moose were struck by motor vehicles inside the city limits of Fairbanks (17 occurrences), Kenai (16), Soldotna (15), and Wasilla (16). Homer, Seward, and Palmer also recorded some encounters (5, 1, and 2 respectively). The majority of moose collisions, however, occurred in noncity and undeveloped areas (64.8%).

Figure 12
Anchorage Borough Traffic Accidents
by Accident Severity
1991-2000

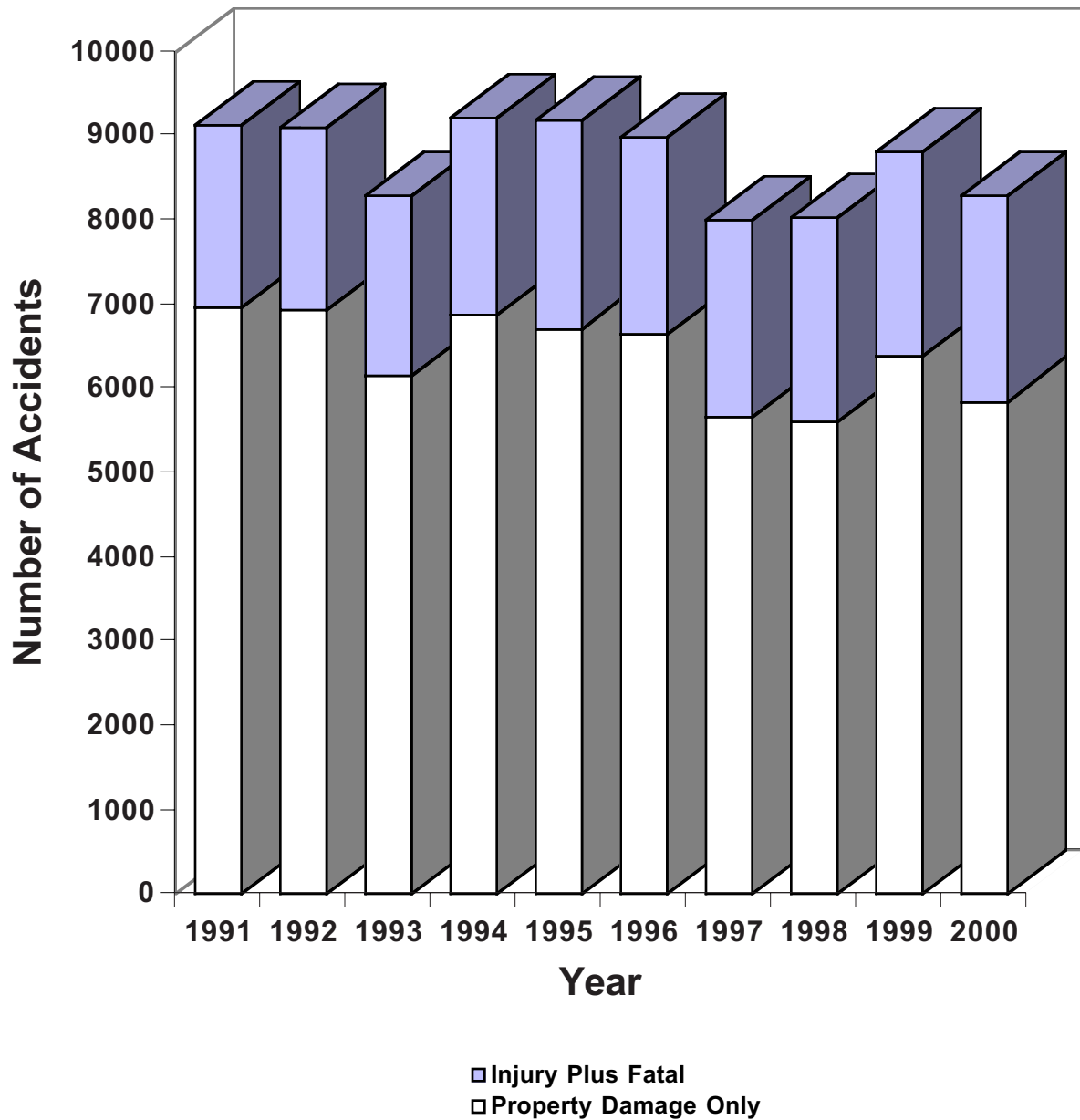


Figure 13
Fairbanks Northstar Borough Traffic Accidents
by Accident Severity
1991-2000

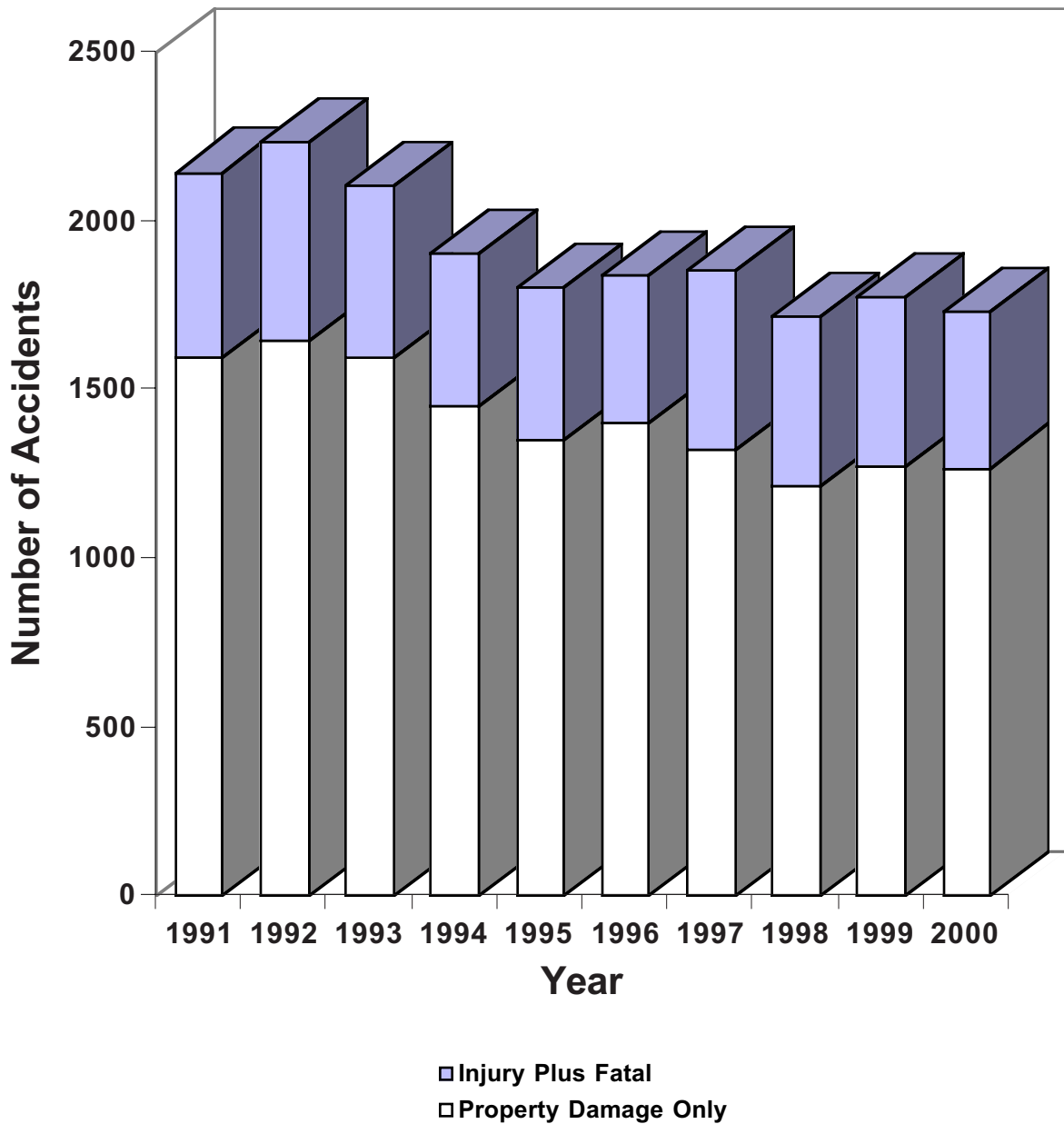


Figure 14
Kenai Peninsula Borough Traffic Accidents
by Accident Severity
1991-2000

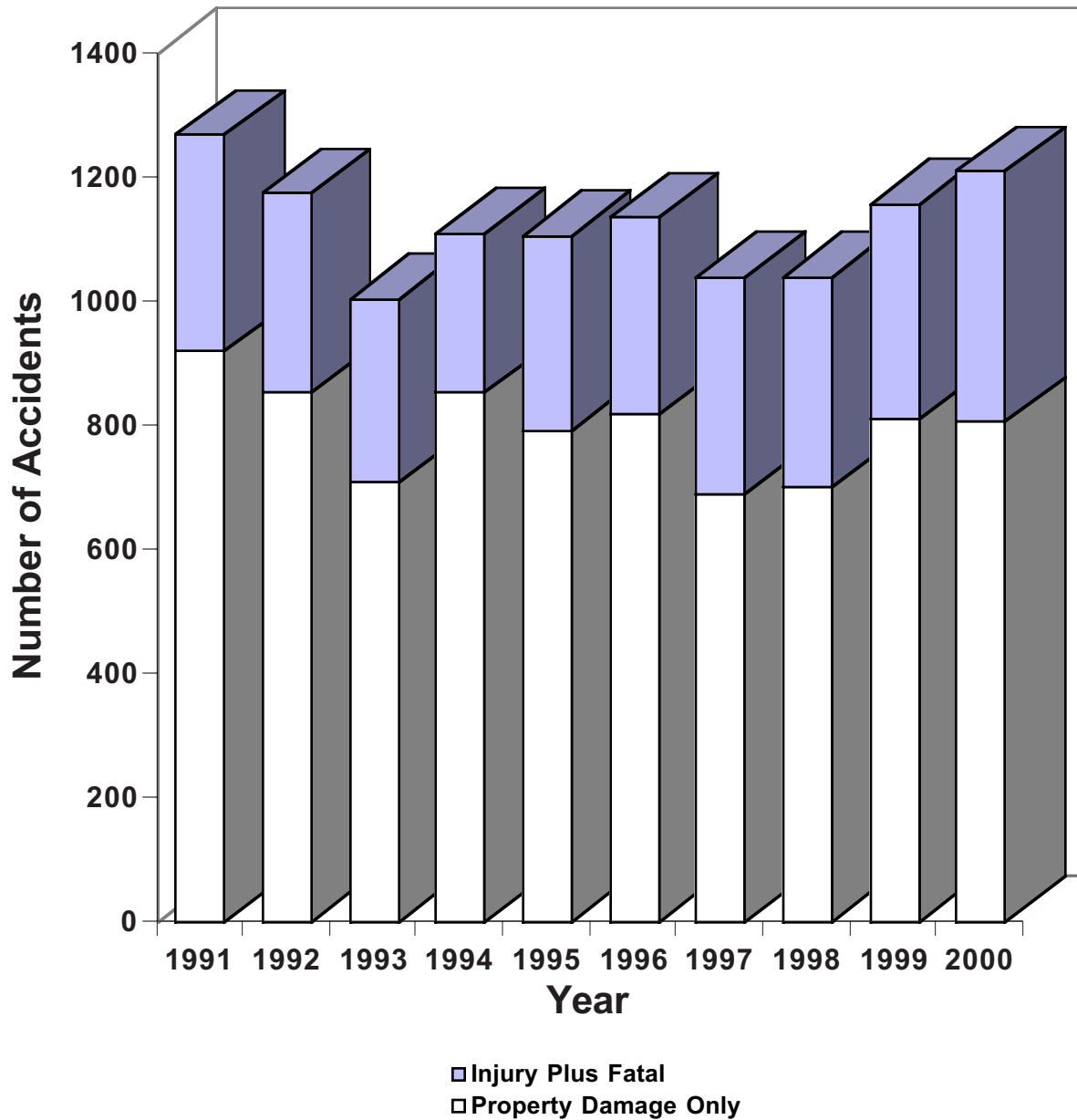


Figure 15
Matanuska-Susitna Borough Traffic Accidents
by Accident Severity
1991-2000

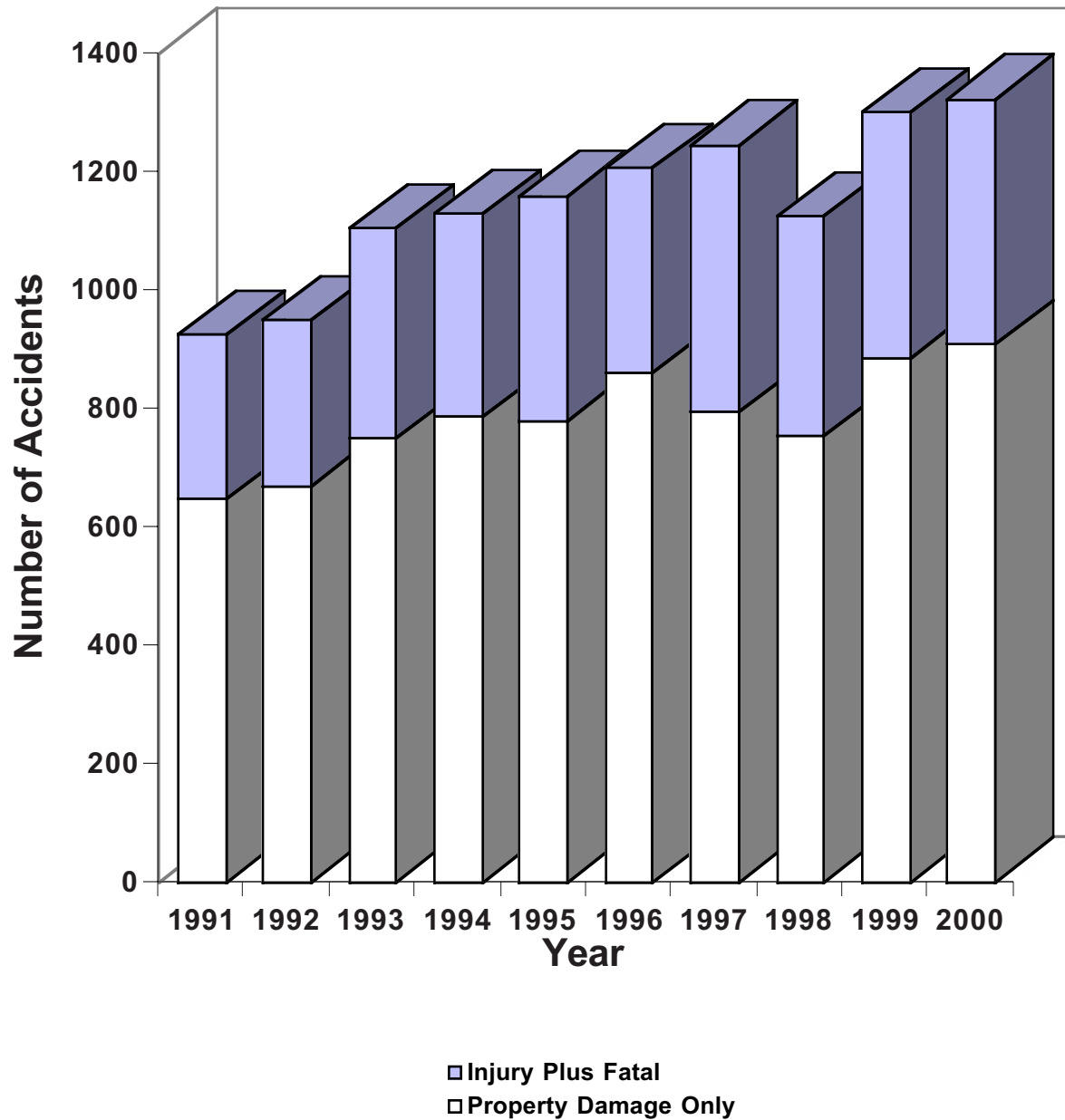


Figure 16
Juneau Borough Traffic Accidents
by Accident Severity
1991-2000

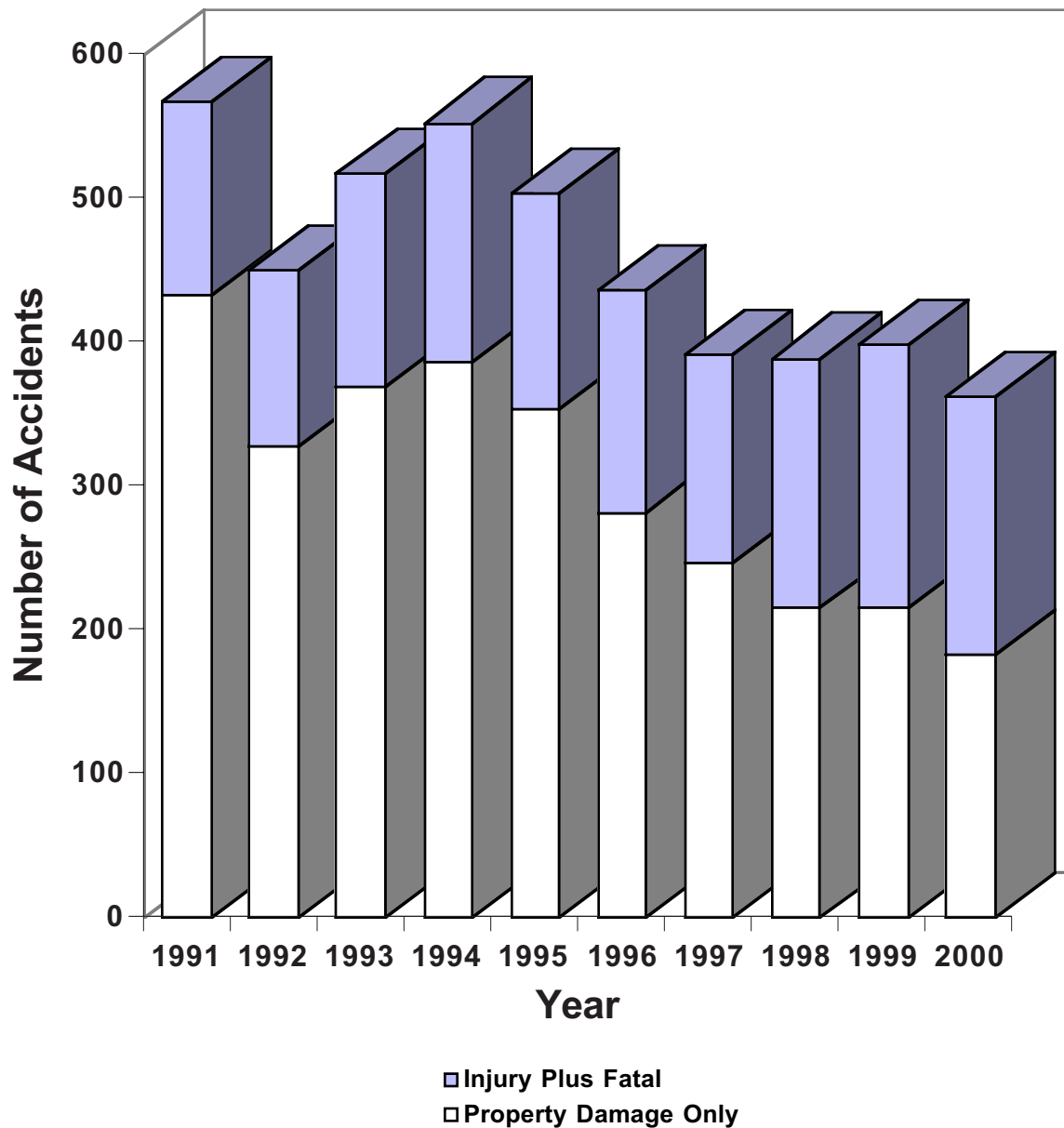


Figure 17
Ketchikan Borough Traffic Accidents
by Accident Severity
1991-2000

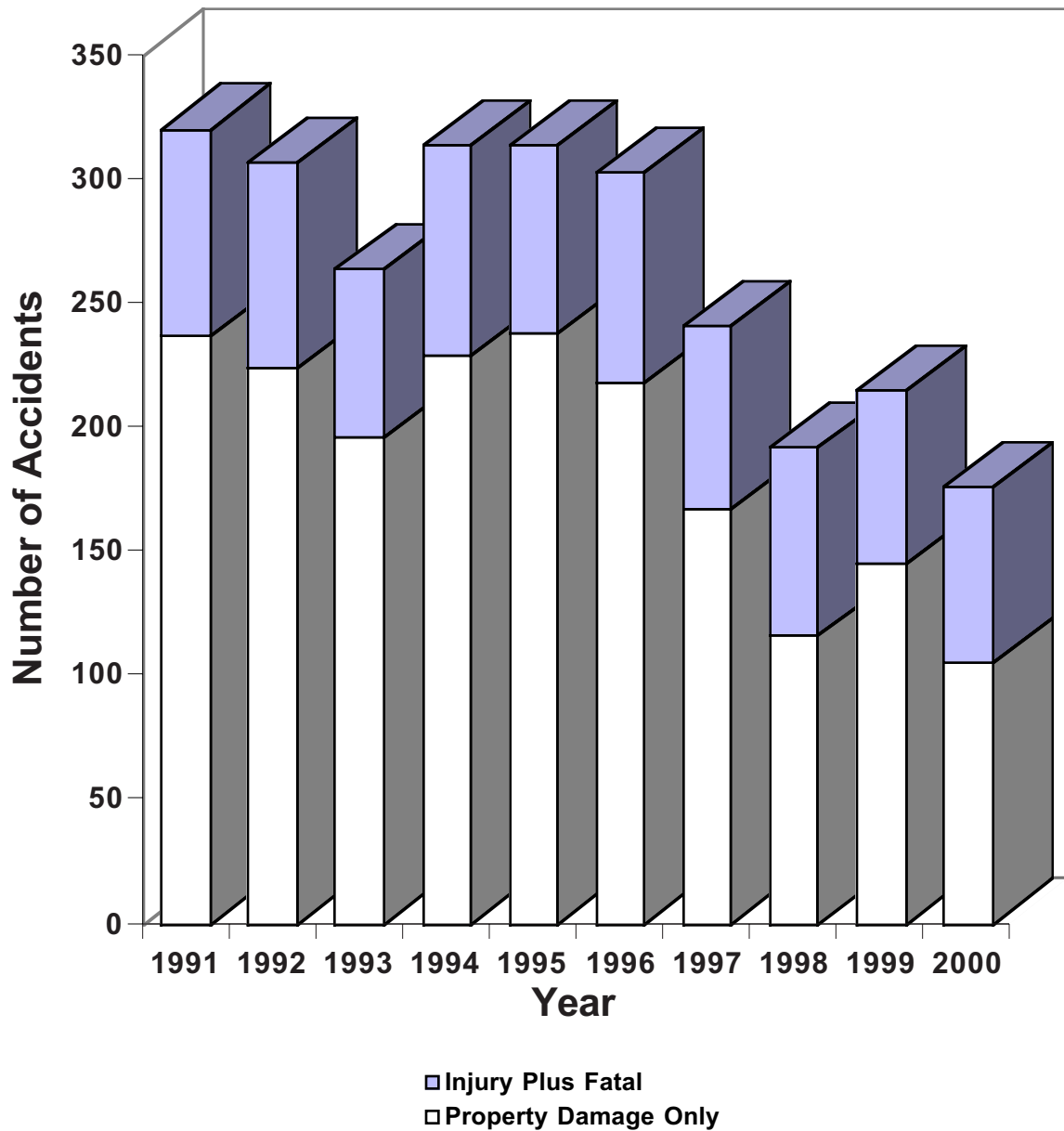


Figure 18
Kodiak Borough Traffic Accidents
by Accident Severity
1991-2000

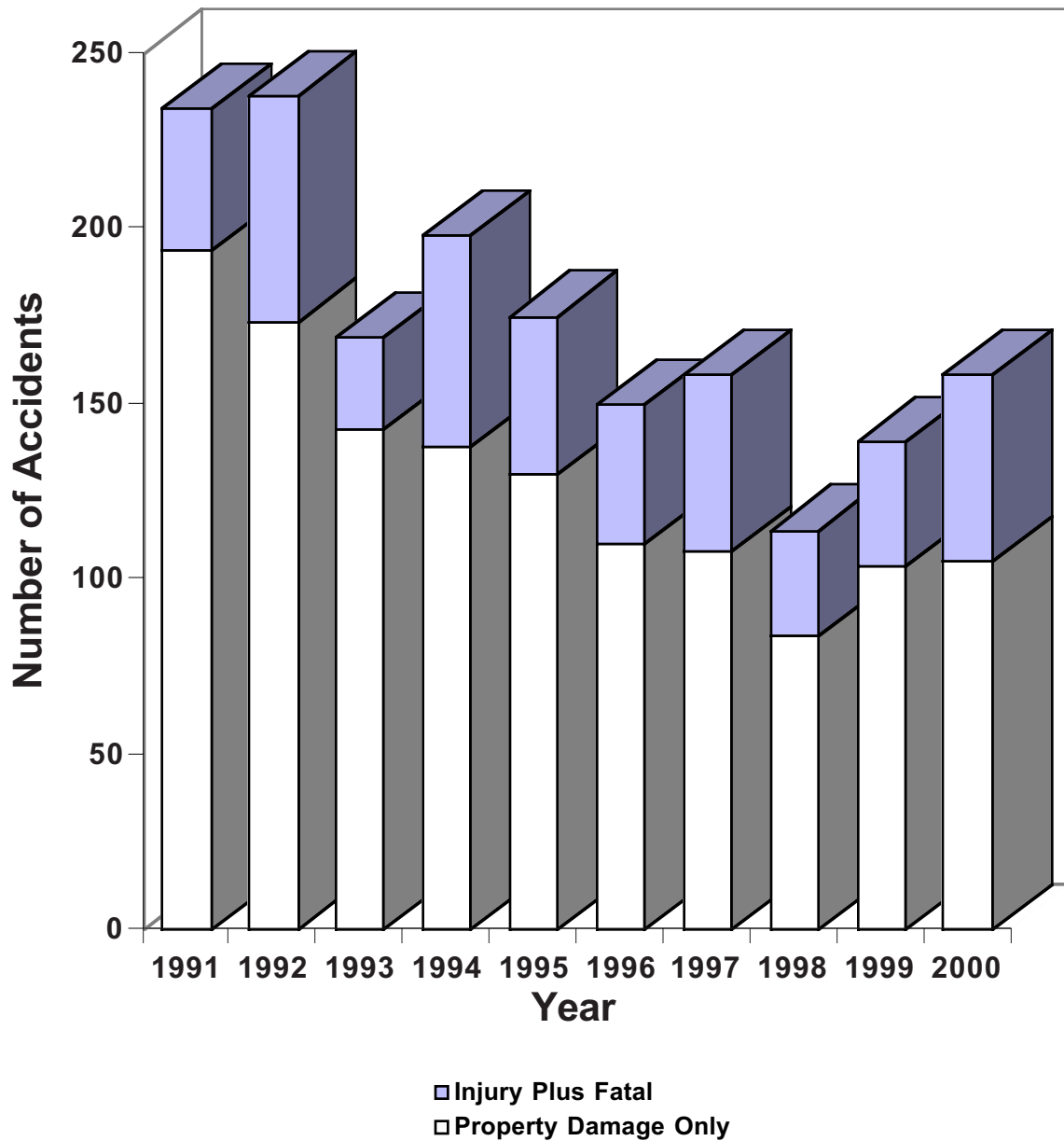


Figure 19
Sitka Borough Traffic Accidents
by Accident Severity
1991-2000

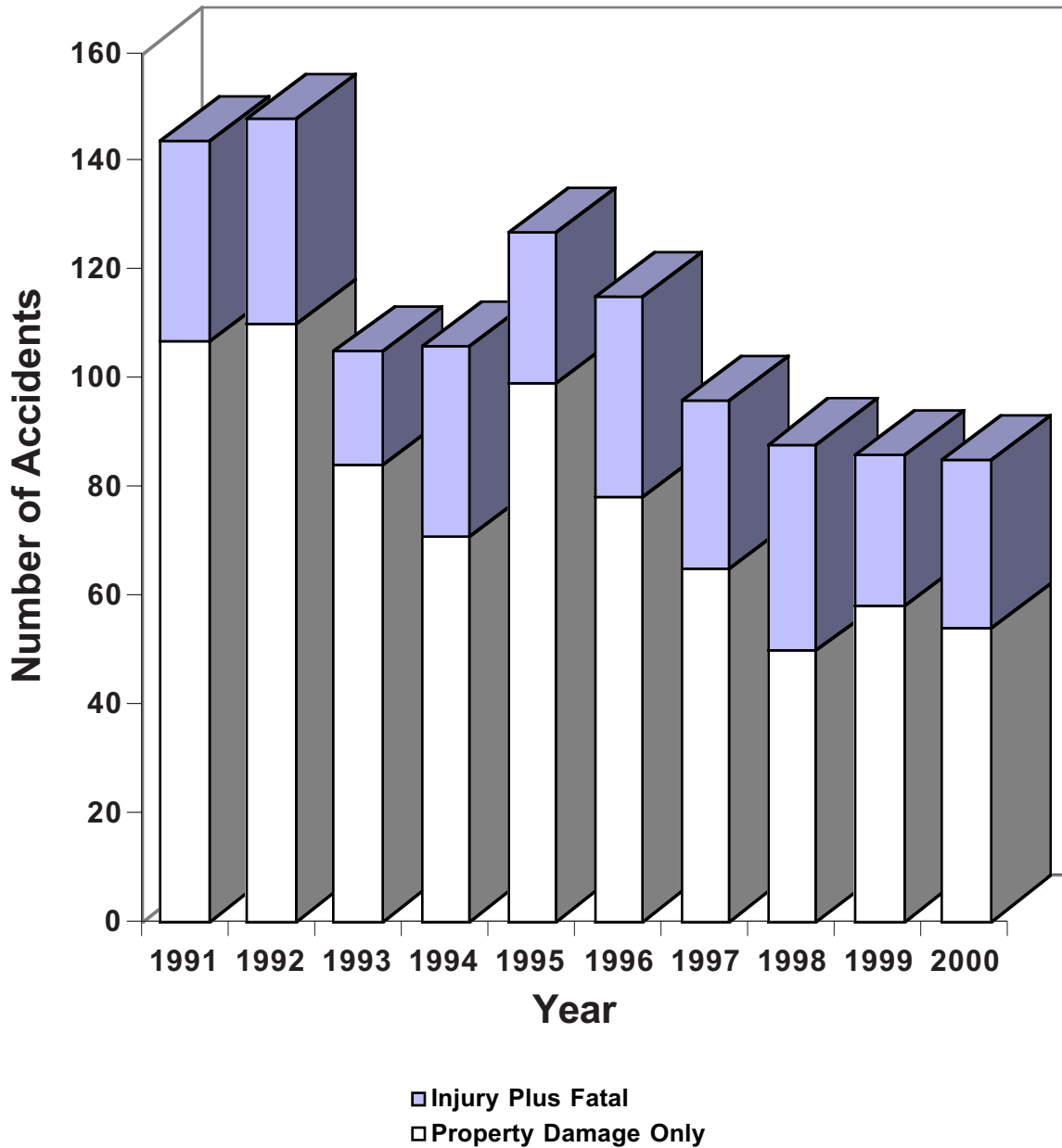
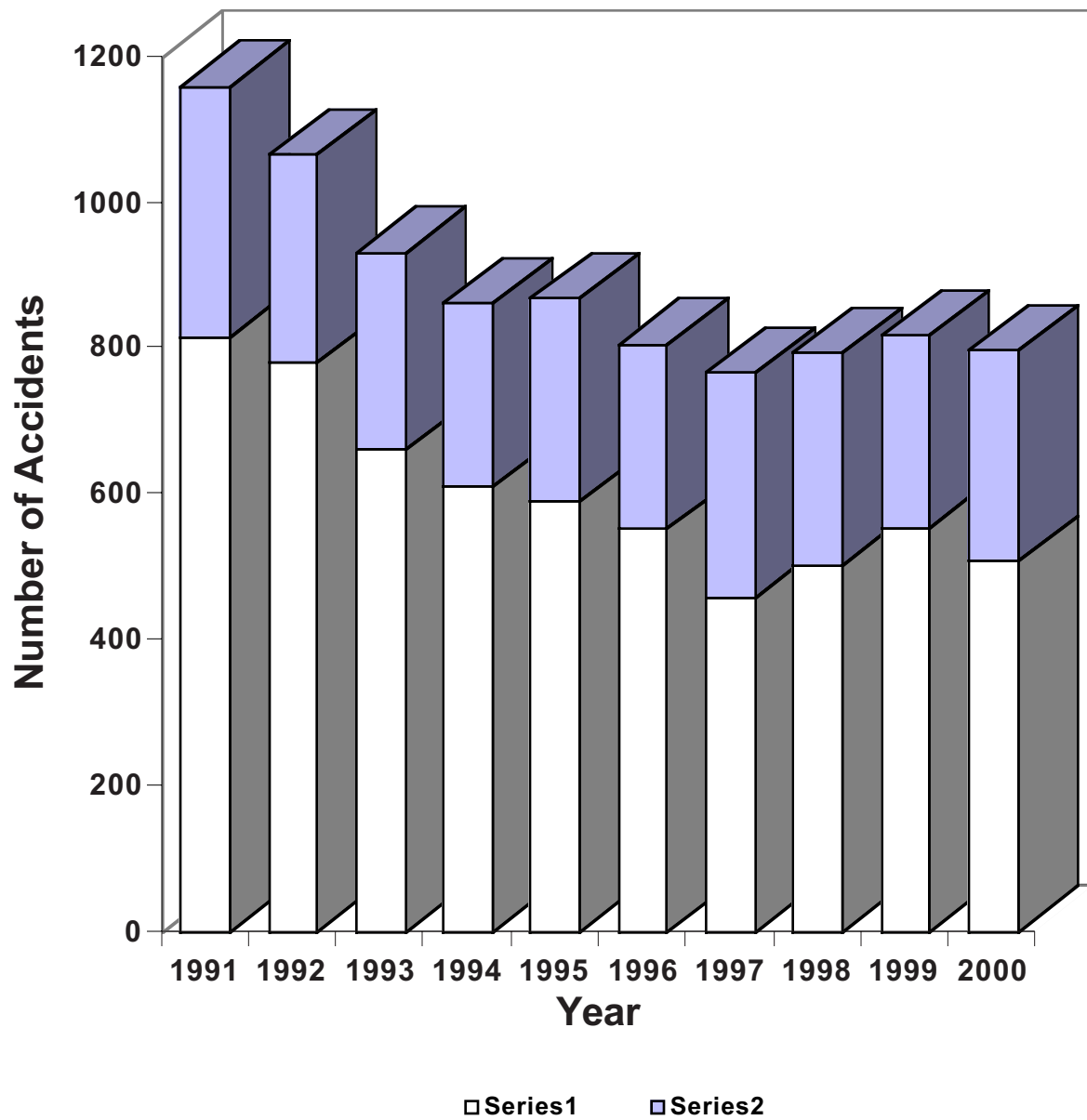


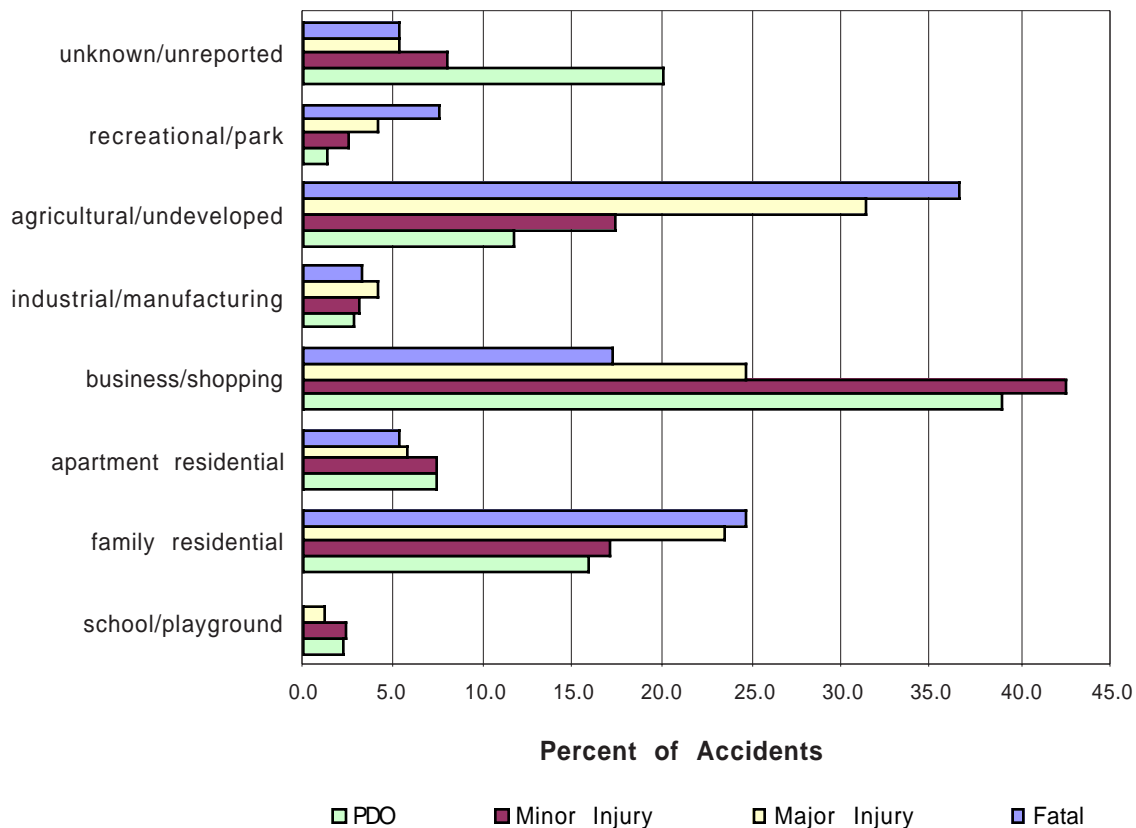
Figure 20
Sparsely Populated Regions
Traffic Accidents by Accident Severity
1991-2000



Land Use at Accident Location

Figure 21 shows land use designation as reported by police at locations of 2000 traffic accidents (adapted from Appendix table A.11.1). Minor injury and PDO accidents occurred most often in business/shopping locations, while major injury and fatal crashes happened more often in agricultural or undeveloped areas and in family residential areas. Less than a quarter of all accidents statewide occurred in noncity areas (outside 21 major Alaska cities, see Appendix Table A.6.2). About 28% were located in rural areas based on the functional class of the roadway (Appendix Table A.12.1). In contrast, fatal crashes were more likely to occur in rural settings. Almost two thirds of fatal crashes (64.5%) occurred outside of urbanized and small urban areas (Appendix Table A.12.1).

Figure 21
Land Use at Accident Location
by Accident Severity



National Highway System Accidents

The National Highway System (NHS) is a Federal-aid system initiated by Congressional legislation. Each state, in coordination with the Federal Highway Administration, has developed a statewide NHS list that incorporates highways of various functional classifications.

Tables 7 through 18 provide the 2000 accident histories for selected Alaskan NHS routes. Each route consists of individual traffic links, i.e., segments of the road network between intersections or significant points of interest. The intersections or points of interest define where the traffic volumes are expected to change due to businesses, residential areas, or intersection with traffic corridors. The number of property-damage-only, minor injury, major injury, fatal, total, and moose collision accidents for each traffic link are listed for the Sterling, Seward, Glenn, Parks, Richardson, and Alaska Highways, and for the Tok Cutoff. The average annual daily traffic (AADT) estimates are taken from the Highway Analysis System, the Alaska Department of Transportation and Public Facilities integrated highway database. The AADT have not been rounded and have not been corrected for multi-axle vehicles.

Table 7
Sterling Highway NHS 2000 Accidents
Homer - Soldotna

| MILEAGE | FEATURE | ADT | NUMBER OF ACCIDENTS | | | | | |
|---------|-------------------------------------|-------|---------------------|--------------|--------------|-------|-------|-------|
| | | | PDO | Minor Injury | Major Injury | Fatal | Total | Moose |
| 0.00 | Jct with Southwest Marine Highway | | | | | | | |
| | to | 4,011 | 1 | | | | 1 | |
| 4.25 | Jct with Airport Bypass | | | | | | | |
| | to | 6,240 | | 1 | | | 1 | |
| 5.31 | Jct with Lake Street/Pioneer Avenue | | | | | | | |
| | to | 8,390 | 2 | | | | 2 | |
| 6.05 | Jct with Olsen Lane/Bunnell/Main | | | | | | | |
| | to | 6,080 | | 1 | | | 1 | |
| 6.31 | Jct with Lake Street/Pioneer Avenue | | | | | | | |
| | to | 7,050 | | | | | | |
| 6.45 | Jct with Crittenden Drive | | | | | | | |
| | to | 6,920 | | | | | | |
| 7.36 | Jct with West Hill Drive | | | | | | | |
| | to | 3,790 | 1 | 1 | | | 2 | |
| 9.22 | Jct with Sterling Loop | | | | | | | |
| | to | 4,470 | 1 | | | | 1 | |
| 9.76 | Jct with Sterling Loop | | | | | | | |
| | to | 1,960 | 4 | 2 | 1 | | 7 | |
| 11.64 | Jct with Diamond Ridge/Olsen Mnt Rd | | | | | | | |
| | to | 3,140 | 1 | 1 | 1 | | 3 | |
| 13.89 | Jct with Old Sterling Highway | | | | | | | |
| | to | 3,440 | 1 | 1 | | | 2 | |
| 14.37 | Jct with North Anchor Point Road | | | | | | | |
| | to | 2,749 | 5 | 6 | 1 | | 12 | 4 |
| 21.50 | Jct with Old Sterling Highway | | | | | | | |
| | to | 3,478 | 3 | | | | 3 | |
| 21.72 | Jct with Milo Fritz Road | | | | | | | |
| | to | 2,413 | 2 | 1 | 1 | | 4 | |
| 26.30 | Jct with Staritski Loop Road | | | | | | | |
| | to | 2,400 | 7 | 4 | | 2 | 13 | 3 |
| 40.10 | Jct with Deep Creek Road | | | | | | | |
| | to | 3,089 | 2 | | | | 2 | 1 |
| 42.48 | Jct with Ninilchik Village Road | | | | | | | |
| | to | 2,349 | 5 | 5 | | | 10 | 5 |
| 50.18 | Jct with Sterling Lane | | | | | | | |
| | to | 2,380 | 12 | 2 | 2 | | 16 | 6 |
| 59.37 | Jct with Clam Gulch Road | | | | | | | |
| | to | 2,840 | | 7 | 1 | | 8 | 2 |
| 62.62 | Jct with Cohoe Road | | | | | | | |
| | to | 2,880 | 6 | 3 | | | 9 | 2 |
| 65.47 | Jct with Cohoe Road | | | | | | | |
| | to | 3,940 | 3 | 4 | | | 7 | |
| 67.50 | Jct with Pollards Place | | | | | | | |
| | to | 4,011 | 12 | 4 | | | 16 | 5 |
| 73.84 | Jct with Reflection Lake Road | | | | | | | |
| | to | 4,090 | 4 | 2 | 1 | | 7 | 4 |
| 75.52 | Jct with Arc Loop Road | | | | | | | |

Table 8
Sterling Highway NHS 2000 Accidents
Soldotna - Seward Highway

| MILEAGE | FEATURE | ADT | NUMBER OF ACCIDENTS | | | | | |
|--------------|---------------------------------|--------|---------------------|--------------|--------------|----------|------------|-----------|
| | | | PDO | Minor Injury | Major Injury | Fatal | Total | Moose |
| 75.52 | Jct with Arc Loop Road | | | | | | | |
| | to | 4,800 | 13 | 8 | 0 | 0 | 21 | 4 |
| 79.76 | Jct with Kalifornsky Beach Road | | | | | | | |
| | to | 14,641 | 10 | 7 | | | 17 | |
| 80.17 | Jct with South Kobuk Street | | | | | | | |
| | to | 18,120 | 5 | 3 | | | 8 | |
| 80.48 | Jct with Binkley Street | | | | | | | |
| | to | 15,590 | 4 | 1 | | | 5 | |
| 80.70 | Jct with South Birch Lane | | | | | | | |
| | to | 15,980 | 7 | 1 | | | 8 | |
| 81.03 | Jct with Kenai Spur Road | | | | | | | |
| | to | 12,370 | 9 | 6 | | | 15 | 4 |
| 82.50 | Jct with Mackeys Lakes Road | | | | | | | |
| | to | 10,180 | 15 | 5 | | | 20 | 7 |
| 85.38 | Jct with Forest Lane Road | | | | | | | |
| | to | 7,344 | 14 | 9 | | | 23 | 5 |
| 87.54 | Jct with Robinson Loop Road | | | | | | | |
| | to | 5,840 | 2 | 4 | | | 6 | 1 |
| 91.16 | Jct with Robinson Loop Road | | | | | | | |
| | to | 4,130 | 1 | | | | 1 | |
| 92.56 | Moose River | | | | | | | |
| | to | 3,325 | 3 | 1 | | | 4 | |
| 95.37 | Jct with Kenai Keys Road | | | | | | | |
| | to | 3,200 | 8 | 4 | 1 | | 13 | 4 |
| 99.26 | Jct with Skilak Lake Road | | | | | | | |
| | to | 2,520 | 20 | 14 | 3 | 1 | 38 | 5 |
| 116.47 | Jct with Skilak Lake Road | | | | | | | |
| | to | 2,680 | 7 | 1 | 1 | | 9 | 3 |
| 119.10 | Sportsmans Lodge | | | | | | | |
| | to | 2,620 | 8 | | | | 8 | 2 |
| 122.74 | Unknown Feature | | | | | | | |
| | to | 2,950 | 4 | 4 | 1 | | 9 | |
| 127.04 | Jct with Snug Harbor Road | | | | | | | |
| | to | 2,928 | 6 | 2 | | | 8 | |
| 130.07 | Jct with Quartz Creek Road | | | | | | | |
| | to | 2,760 | 4 | 5 | | 1 | 10 | 1 |
| 137.60 | Jct with Sterling Wye | | | | | | | |
| | to | 1,404 | 2 | | | | 2 | |
| 138.18 | Jct with Seward Highway | | | | | | | |
| | | | | | | | | |
| TOTAL | Sterling Highway | | 214 | 120 | 14 | 4 | 352 | 68 |

Table 9
Seward Highway NHS 2000 Accidents
Seward - South Anchorage

| MILEAGE | FEATURE | ADT | NUMBER OF ACCIDENTS | | | | | |
|---------|----------------------------------|--------|---------------------|--------------|--------------|-------|-------|-------|
| | | | PDO | Minor Injury | Major Injury | Fatal | Total | Moose |
| 0.000 | Jct with Lowell Point Road | | | | | | | |
| | to | 3,596 | 1 | | | | 1 | |
| 0.645 | Jct with A Street | | | | | | | |
| | to | 6,591 | 2 | 1 | | | 3 | |
| 1.422 | Jct with Dock Road | | | | | | | |
| | to | 8,010 | 8 | | 1 | | 9 | 2 |
| 3.265 | Jct with Nash Road | | | | | | | |
| | to | 5,933 | 2 | | | | 2 | |
| 3.769 | Jct with Resurrection River Road | | | | | | | |
| | to | 4,624 | 3 | 7 | | | 10 | 2 |
| 6.660 | Jct with Bear Lake Road | | | | | | | |
| | to | 2,560 | 16 | 3 | 2 | 1 | 22 | 3 |
| 16.979 | Jct with Primrose Spur | | | | | | | |
| | to | 1,717 | 4 | 5 | 2 | | 11 | 1 |
| 28.920 | Jct with Moose Pass Station Road | | | | | | | |
| | to | 1,690 | 3 | 1 | | | 4 | |
| 32.343 | Johnson Pass Trail | | | | | | | |
| | to | 1,661 | 2 | 2 | | 1 | 5 | |
| 36.497 | Jct with Sterling Highway | | | | | | | |
| | to | 2,620 | | | | 1 | 1 | |
| 37.108 | Jct with Sterling Wye | | | | | | | |
| | to | 3,370 | 7 | 4 | 1 | | 12 | |
| 45.372 | Summit Lake Lodge | | | | | | | |
| | to | 3,840 | 13 | 3 | 1 | 1 | 18 | 6 |
| 55.728 | Jct with Hope Road | | | | | | | |
| | to | 3,643 | 5 | 8 | | | 13 | |
| 67.446 | Turnagain Pass | | | | | | | |
| | to | 3,810 | 8 | 6 | 2 | 1 | 17 | 1 |
| 74.459 | Northwest of Ingram Creek | | | | | | | |
| | to | 3,479 | 5 | | | | 5 | 3 |
| 78.032 | Jct with Portage Glacier Road | | | | | | | |
| | to | 4,190 | | 2 | | | 2 | 1 |
| 79.613 | Whittier Ferry Train Stop | | | | | | | |
| | to | 5,150 | 6 | 4 | | | 10 | |
| 89.300 | Jct with Alyeska Road | | | | | | | |
| | to | 6,370 | 8 | 6 | 1 | | 15 | 3 |
| 99.995 | Jct with Bird Creek Sawmill Road | | | | | | | |
| | to | 7,604 | 3 | 2 | | | 5 | |
| 103.035 | Jct with Indian Road | | | | | | | |
| | to | 7,820 | 13 | 8 | 3 | 1 | 25 | |
| 110.854 | Jct with McHugh Creek Campground | | | | | | | |
| | to | 10,150 | 10 | 7 | | | 17 | 1 |
| 114.457 | Jct with Old Seward Highway | | | | | | | |
| | to | 8,309 | 1 | 3 | | 1 | 5 | 1 |
| 117.205 | Jct with Rabbit Creek Road | | | | | | | |
| | to | 12,920 | 1 | | | | 1 | 1 |
| 117.619 | Jct with De Armoun Road | | | | | | | |

Table 10
Seward Highway NHS 2000 Accidents
South Anchorage

| MILEAGE | FEATURE | ADT | NUMBER OF ACCIDENTS | | | | | |
|---------|------------------------------------|--------|---------------------|--------------|--------------|-------|-------|-------|
| | | | PDO | Minor Injury | Major Injury | Fatal | Total | Moose |
| 117.619 | Jct with De Armoun Road | | | | | | | |
| | to | 20,640 | 4 | 2 | | 1 | 7 | |
| 118.717 | Jct with Huffman/Birch Road | | | | | | | |
| | to | 27,129 | 7 | 1 | 1 | | 9 | 1 |
| 119.544 | Jct with O'Malley-Seward SB Ramp | | | | | | | |
| | to | 24,240 | 13 | 3 | | | 16 | 1 |
| 120.032 | Jct with Seward-O'Malley SB Ramp | | | | | | | |
| | to | 40,370 | 17 | 11 | | 1 | 29 | |
| 121.499 | Jct with Seward-Diamond SB Ramp | | | | | | | |
| | to | 55,031 | 4 | 3 | | | 7 | |
| 121.974 | Jct with Seward-76th Ave SB Ramp | | | | | | | |
| | to | 57,810 | 7 | 4 | | | 11 | 1 |
| 122.529 | Jct with Seward-Dowling NB Ramp | | | | | | | |
| | to | 60,920 | 16 | 9 | | | 25 | 5 |
| 123.537 | Jct with Seward-Tudor NB Ramp | | | | | | | |
| | to | 51,674 | 43 | 24 | | | 67 | |
| 124.324 | Jct with 36th Avenue | | | | | | | |
| | to | 51,186 | 17 | 12 | | | 29 | |
| 124.709 | Jct with Benson Boulevard | | | | | | | |
| | to | 49,274 | 30 | 12 | | | 42 | |
| 124.839 | Jct with Northern Lights Boulevard | | | | | | | |
| | to | 51,700 | 26 | 17 | 1 | | 44 | |
| 125.020 | Jct with Fireweed Lane | | | | | | | |
| | to | 56,360 | 13 | 3 | 1 | | 17 | |
| 125.290 | Jct with Ingra Street | | | | | | | |
| | | | | | | | | |
| TOTAL | Seward Highway | | 318 | 173 | 16 | 9 | 516 | 33 |

Table 11
Glennallen Highway NHS 2000 Accidents
Anchorage - Palmer

| MILEAGE | FEATURE | ADT | NUMBER OF ACCIDENTS | | | | | |
|---------|-----------------------------------|--------|---------------------|--------------|--------------|-------|-------|-------|
| | | | PDO | Minor Injury | Major Injury | Fatal | Total | Moose |
| 0.000 | Jct with Airport Heights Drive | | | | | | | |
| | to | 37,045 | 32 | 16 | | | 48 | |
| 0.665 | Jct with Bragaw Street | | | | | | | |
| | to | 39,180 | 8 | 5 | | 1 | 14 | |
| 1.705 | Boniface Overpass | | | | | | | |
| | to | 40,465 | 7 | 7 | | | 14 | |
| 2.323 | Jct with Turpin Street | | | | | | | |
| | to | 42,639 | 10 | 8 | | | 18 | 1 |
| 3.240 | Jct with Muldoon-Glenn EB Ramp | | | | | | | |
| | to | 53,880 | 13 | 15 | 2 | | 30 | 1 |
| 4.850 | Jct with Glenn-Arctic Valley Ramp | | | | | | | |
| | to | 52,140 | 20 | 7 | | | 27 | 2 |
| 6.570 | Jct with Ft Rich-Glenn NB Ramp | | | | | | | |
| | to | 47,111 | 30 | 19 | | 1 | 50 | 10 |
| 10.140 | Jct with Glenn-Hiland NB Ramp | | | | | | | |
| | to | 39,090 | 22 | 21 | 1 | 2 | 46 | 3 |
| 11.945 | Jct with Glenn-Artillery NB Ramp | | | | | | | |
| | to | 25,570 | 12 | 6 | | | 18 | 1 |
| 13.965 | North Eagle River Road Overpass | | | | | | | |
| | to | 28,500 | 17 | 10 | | | 27 | 1 |
| 15.947 | South Birchwood Loop Underpass | | | | | | | |
| | to | 31,742 | 33 | 22 | 4 | | 59 | 5 |
| 19.373 | North Birchwood Loop Overpass | | | | | | | |
| | to | 25,860 | 11 | 4 | | | 15 | 1 |
| 20.412 | South Peters Creek Road Underpass | | | | | | | |
| | to | 24,880 | 4 | 1 | | | 5 | |
| 21.435 | North Peters Creek Overpass | | | | | | | |
| | to | 23,091 | 20 | 12 | 1 | | 33 | 7 |
| 24.735 | Eklutna Overpass | | | | | | | |
| | to | 22,321 | 9 | 10 | 2 | | 21 | |
| 28.257 | Old Glenn Highway Overpass | | | | | | | |
| | to | 20,305 | 27 | 14 | | | 41 | 11 |
| 34.085 | Jct with Parks Highway | | | | | | | |
| | to | 8,257 | 15 | 4 | 1 | | 20 | 4 |
| 39.195 | Jct with Springer Inner Loop | | | | | | | |
| | to | 11,190 | 1 | | | | 1 | |
| 39.635 | Jct with South Colony Way | | | | | | | |
| | to | 10,360 | 7 | 1 | | | 8 | |
| 40.250 | Jct with Palmer/Wasilla Highway | | | | | | | |
| | to | 11,480 | 4 | 2 | | | 6 | |
| 40.770 | Jct with Old Glenn at Palmer | | | | | | | |
| | to | 6,780 | | | | | | |
| 41.020 | Jct with Scott Road | | | | | | | |
| | to | 7,470 | 2 | 2 | | | 4 | |
| 42.265 | Jct with Fishhook/Willow Road | | | | | | | |

Table 12
Glennallen Highway NHS 2000 Accidents
Palmer - Richardson Highway

| MILEAGE | FEATURE | ADT | NUMBER OF ACCIDENTS | | | | | |
|--------------|-------------------------------------|-------|---------------------|--------------|--------------|----------|------------|-----------|
| | | | PDO | Minor Injury | Major Injury | Fatal | Total | Moose |
| 42.265 | Jct with Fishhook/Willow Road | | | | | | | |
| | to | 3,130 | 2 | 0 | 0 | 0 | 2 | 0 |
| 43.565 | Jct with Farm Loop Road | | | | | | | |
| | to | 2,459 | 6 | 6 | 2 | | 14 | 6 |
| 53.655 | Jct with Jonesville Road | | | | | | | |
| | to | 1,990 | 11 | | 1 | | 12 | 6 |
| 70.585 | Jct with Chickaloon Branch Road | | | | | | | |
| | to | 1,450 | 7 | 2 | | | 9 | 3 |
| 87.215 | Jct with Victory Bible Camp Road | | | | | | | |
| | to | 2799 | 4 | 2 | | | 6 | |
| 99.040 | Caribou Creek | | | | | | | |
| | to | 1,090 | 6 | 3 | | | 9 | 3 |
| 110.255 | Northern Region Boundary | | | | | | | |
| | to | 758 | 2 | | | | 2 | 1 |
| 119.866 | Eureka Lodge | | | | | | | |
| | to | 758 | | 1 | | | 1 | |
| 129.940 | Jct with Nelchina DOT Maint Stat Rd | | | | | | | |
| | to | 835 | 5 | 2 | 1 | | 8 | 1 |
| 151.239 | Jct with Lake Louise Road | | | | | | | |
| | to | 731 | 6 | 2 | | 1 | 9 | 2 |
| 163.958 | Tolsona Creek | | | | | | | |
| | to | 957 | 3 | 1 | | | 4 | 1 |
| 172.136 | Milepost 181 | | | | | | | |
| | to | 1,281 | | | 1 | | 1 | |
| 178.447 | Jct with Aurora School Road | | | | | | | |
| | to | 1,856 | | | | | | |
| 180.240 | Jct with Richardson Highway | | | | | | | |
| | | | | | | | | |
| TOTAL | Glenallen Highway | | 358 | 205 | 6 | 5 | 587 | 70 |

Table 13
Parks Highway NHS 2000 Accidents
Glennallen Highway - Talkeetna

| MILEAGE | FEATURE | ADT | NUMBER OF ACCIDENTS | | | | | |
|---------|-----------------------------------|--------|---------------------|--------------|--------------|-------|-------|-------|
| | | | PDO | Minor Injury | Major Injury | Fatal | Total | Moose |
| 0.000 | Jct with Glenn Highway | | | | | | | |
| | to | 18,220 | 4 | 1 | 1 | | 6 | |
| 0.380 | Jct with Matanuska Truck | | | | | | | |
| | to | 15,840 | 8 | 4 | | 1 | 13 | 3 |
| 2.580 | Jct with Gershen Loop & Hyer Road | | | | | | | |
| | to | 19,490 | 1 | 1 | | | 2 | 1 |
| 2.750 | Jct with Fairview Loop Road | | | | | | | |
| | to | 17,664 | 21 | 11 | 3 | | 35 | |
| 4.160 | Jct with Seward Meridian Road | | | | | | | |
| | to | 18,743 | 28 | 15 | 2 | | 45 | |
| 5.890 | Jct with Palmer/Wasilla Highway | | | | | | | |
| | to | 32,986 | 20 | 11 | 1 | | 32 | |
| 6.610 | Jct with Crusey Street | | | | | | | |
| | to | 31,890 | 22 | 7 | 1 | | 30 | |
| 7.000 | Jct with Goose Bay/Knik Road | | | | | | | |
| | to | 15,283 | 7 | 3 | | | 10 | |
| 7.440 | Jct with Airport Drive | | | | | | | |
| | to | 21,349 | 10 | 5 | | | 15 | |
| 8.330 | Jct with Lucas Road | | | | | | | |
| | to | 15,510 | 4 | 2 | 1 | | 7 | 1 |
| 9.340 | Jct with Church Road | | | | | | | |
| | to | 14,337 | 18 | 4 | 3 | 1 | 26 | 9 |
| 13.560 | Jct with Pittman Road | | | | | | | |
| | to | 9,138 | 7 | 2 | | | 9 | 2 |
| 17.110 | Jct with Big Lake Road | | | | | | | |
| | to | 5,504 | 11 | 1 | | | 12 | 4 |
| 21.840 | Little Susitna River | | | | | | | |
| | to | 3,498 | 13 | 3 | 2 | | 18 | 5 |
| 32.060 | Jct with Nancy Lake Access Road | | | | | | | |
| | to | 3,494 | 3 | 1 | | | 4 | |
| 33.970 | Jct with Long Lake Road | | | | | | | |
| | to | 3,911 | | | | | | |
| 34.450 | Jct with Old Willow Road | | | | | | | |
| | to | 2,750 | | 1 | | | 1 | |
| 36.020 | Jct with Flshook/Willow Road | | | | | | | |
| | to | 2,667 | 4 | | | | 4 | |
| 39.510 | Little Willow Creek | | | | | | | |
| | to | 1,960 | 4 | 1 | | | 5 | 1 |
| 45.760 | Milepost 81 | | | | | | | |
| | to | 2,820 | 1 | 1 | | | 2 | 1 |
| 47.920 | Kashwitna River | | | | | | | |
| | to | 1,890 | 6 | 2 | | | 8 | |
| 53.450 | Sheep Creek | | | | | | | |
| | to | 2,491 | 7 | 3 | | 1 | 11 | 4 |
| 61.160 | Montona Creek | | | | | | | |
| | to | 2,860 | 4 | 2 | | | 6 | |
| 63.320 | Jct with Talkeetna Road | | | | | | | |

Table 14
Parks Highway NHS 2000 Accidents
Talkeetna - Richardson Highway

| MILEAGE | FEATURE | ADT | NUMBER OF ACCIDENTS | | | | | |
|--------------|--------------------------------------|--------|---------------------|--------------|--------------|----------|------------|-----------|
| | | | PDO | Minor Injury | Major Injury | Fatal | Total | Moose |
| 63.32 | Jct with Talkeetna Road | | | | | | | |
| | to | 1,470 | 8 | 0 | 0 | 0 | 8 | 0 |
| 68.75 | Susitna River | | | | | | | |
| | to | 1,491 | 6 | 3 | | | 9 | 2 |
| 79.57 | Jct with Petersville Road | | | | | | | |
| | to | 1,200 | | | | | | |
| 81.78 | Milepost 117 | | | | | | | |
| | to | 1,115 | 5 | 3 | | | 8 | 1 |
| 97.51 | Chulitna River | | | | | | | |
| | to | 1,220 | 10 | 1 | 2 | | 13 | 1 |
| 111.80 | Jct with Byers Lake Wayside Road | | | | | | | |
| | to | 1,141 | 8 | 2 | | | 10 | 1 |
| 128.03 | Little Coal Creek | | | | | | | |
| | to | 1,007 | 9 | 3 | | | 12 | |
| 149.82 | East Fork Chulitna River | | | | | | | |
| | to | 1,280 | 7 | 3 | | | 10 | 3 |
| 174.50 | Jct with Denali Highway | | | | | | | |
| | to | 1,765 | 15 | 7 | | | 22 | 1 |
| 201.72 | Jct with Denali National Park Road | | | | | | | |
| | to | 2,274 | 5 | 1 | 1 | 1 | 8 | |
| 213.23 | Jct with Healy Road | | | | | | | |
| | to | 1,537 | 5 | 6 | 1 | | 12 | 2 |
| 240.25 | Nenana River at Rex | | | | | | | |
| | to | 1,449 | 1 | 3 | | 1 | 5 | |
| 247.922 | Jct with Anderson Road | | | | | | | |
| | to | 1,517 | 8 | 1 | 2 | | 11 | 1 |
| 273.079 | Chevron Station 2nd Entrance | | | | | | | |
| | to | 1,603 | 17 | 3 | 2 | 1 | 23 | 9 |
| 305.873 | Jct with Old Nenana Highway/Ester W | | | | | | | |
| | to | 2,028 | 1 | | | | 1 | |
| 313.517 | Jct with Old Nenana Highway/Ester E | | | | | | | |
| | to | 4,028 | 2 | 1 | | | 3 | 3 |
| 314.297 | Jct with Gold Hill Road | | | | | | | |
| | to | 4,776 | 6 | 3 | 1 | | 10 | 2 |
| 317.571 | Jct with Sheep Creek Road | | | | | | | |
| | to | 7,348 | 1 | | | | 1 | |
| 318.509 | Jct with Chena Ridge Road/Geist Road | | | | | | | |
| | to | 12,938 | 4 | 1 | | | 5 | |
| 319.219 | Chena River Bridge | | | | | | | |
| | to | 9,554 | 6 | 4 | 2 | | 12 | |
| 320.577 | Jct with University Avenue South | | | | | | | |
| | to | 12,582 | 2 | | | | 2 | |
| 321.767 | Jct with Peger Road | | | | | | | |
| | to | 12,582 | 8 | 1 | | | 9 | 1 |
| 322.709 | Jct with West Cowles/Lathrop Street | | | | | | | |
| | to | 15,387 | 4 | 1 | | | 5 | |
| 323.680 | Jct with Richardson Hwy Ramps | | | | | | | |
| | | | | | | | | |
| TOTAL | Parks Highway | | 341 | 128 | 25 | 6 | 500 | 58 |

Table 15
Richardson Highway NHS 2000 Accidents
Valdez - Alaska Highway

| MILEAGE | FEATURE | ADT | NUMBER OF ACCIDENTS | | | | | |
|---------|---------------------------------------|-------|---------------------|--------------|--------------|-------|-------|-------|
| | | | PDO | Minor Injury | Major Injury | Fatal | Total | Moose |
| 0.000 | Meals Avenue/Egan Drive | | | | | | | |
| | to | 5,443 | 2 | 1 | | | 3 | |
| 2.203 | Jct with Mineral Creek Loop | | | | | | | |
| | to | 5,500 | 1 | | | | 1 | |
| 3.426 | Jct with Mineral Creek Loop | | | | | | | |
| | to | 3,725 | 3 | 1 | | | 4 | |
| 6.746 | Jct with Dayville Road | | | | | | | |
| | to | 1,500 | 12 | 1 | | 1 | 14 | |
| 20.277 | Lowe River Upper Cross | | | | | | | |
| | to | 454 | 3 | 7 | | 1 | 11 | 4 |
| 69.122 | Little Tonsina River Campground | | | | | | | |
| | to | 600 | 1 | | | 1 | 2 | |
| 86.533 | Jct with Edgerton Hwy/McCarthy Rd | | | | | | | |
| | to | 725 | | | | | | |
| 95.286 | Jct with Old Edgerton Loop Road | | | | | | | |
| | to | 950 | 1 | 1 | | | 2 | 1 |
| 109.790 | Jct w/ Old Rich Hwy Loop(Copper Cntr) | | | | | | | |
| | to | 2,100 | 2 | 1 | 1 | | 4 | |
| 117.588 | Jct with Glennallen Highway | | | | | | | |
| | to | 967 | 3 | 1 | | | 4 | 1 |
| 131.591 | Jct with Tok Cutoff Highway | | | | | | | |
| | to | 475 | 3 | | | | 3 | 1 |
| 150.543 | Sourdough Creek | | | | | | | |
| | to | 450 | 1 | 2 | | | 3 | |
| 188.283 | Jct with Denali Highway | | | | | | | |
| | to | 425 | 2 | | | | 2 | 1 |
| 203.241 | Jct with Fielding Lake Road | | | | | | | |
| | to | 300 | 1 | | | | 1 | 1 |
| 227.630 | Jct with White Alice/Black Rapids Rd | | | | | | | |
| | to | 625 | 5 | 2 | 2 | | 9 | 3 |
| 263.883 | Jct with Fort Greely Access Road | | | | | | | |
| | to | 1,625 | | 2 | | | 2 | |
| 268.673 | Jct with Alaska Highway (mp 198.00) | | | | | | | |
| | | | | | | | | |
| TOTAL | Valdez - Delta Junction | | 40 | 19 | 3 | 3 | 65 | 12 |

Table 16
Richardson Highway NHS 2000 Accidents
Alaska Highway - Airport Way

| MILEAGE | FEATURE | ADT | NUMBER OF ACCIDENTS | | | | | |
|--------------|--|--------|---------------------|--------------|--------------|----------|------------|-----------|
| | | | PDO | Minor Injury | Major Injury | Fatal | Total | Moose |
| 268.673 | Jct with Alaska Highway | | | | | | | |
| | to | 3,315 | 0 | 1 | 0 | 0 | 1 | 0 |
| 269.093 | Delta Fire Guard Station | | | | | | | |
| | to | 2,325 | | | | | | |
| 271.006 | Jct with Jack Warren | | | | | | | |
| | to | 1,550 | 5 | 4 | | | 9 | 2 |
| 289.015 | Shaw Creek | | | | | | | |
| | to | 1,250 | 5 | 1 | 1 | | 7 | 2 |
| 307.937 | Jct with Lost Lake Road | | | | | | | |
| | to | 1,125 | 2 | 4 | | | 6 | |
| 320.716 | Jct with Salcha Drive | | | | | | | |
| | to | 1,700 | 3 | 3 | | | 6 | 3 |
| 329.796 | Jct with Balch Way | | | | | | | |
| | to | 3,275 | 13 | 6 | 1 | | 20 | 3 |
| 345.559 | Jct with Old Rich Hwy (Eielson) | | | | | | | |
| | to | 9,077 | 7 | 4 | 1 | 1 | 13 | 1 |
| 347.821 | Jct with Laurance Road | | | | | | | |
| | to | 12,388 | 7 | 3 | 1 | | 11 | |
| 350.441 | Jct with Badger Loop Road Overpass | | | | | | | |
| | to | 11,965 | 12 | 6 | | 1 | 19 | 3 |
| 352.152 | Jct with Old Rich Hwy (North Pole) | | | | | | | |
| | to | 13,917 | 21 | 10 | | | 31 | 12 |
| 358.007 | Jct with Badger Loop Road | | | | | | | |
| | to | 22,379 | 19 | 6 | 1 | | 26 | 4 |
| 361.878 | Jct with Parks-Richardson EB Ramp | | | | | | | |
| | to | 18,091 | 11 | 5 | | | 16 | |
| 362.990 | Jct with Steese Hwy/Airport Way | | | | | | | |
| | | | | | | | | |
| TOTAL | Delta Junction - Fairbanks | | 105 | 53 | 5 | 2 | 165 | 30 |
| | | | | | | | | |
| TOTAL | Valdez - Delta Junction | | 40 | 19 | 3 | 3 | 65 | 12 |
| | | | | | | | | |
| TOTAL | Richardson Highway (Valdez-Fbx) | | 145 | 72 | 8 | 5 | 230 | 42 |

Table 17
Alaska Highway NHS 2000 Accidents
Alaska/Canadian Border - Richardson Highway

| MILEAGE | FEATURE | ADT | NUMBER OF ACCIDENTS | | | | | |
|--------------|--------------------------------------|-------|---------------------|--------------|--------------|----------|-----------|----------|
| | | | PDO | Minor Injury | Major Injury | Fatal | Total | Moose |
| 0.000 | Alaska/Canadian Border | | | | | | | |
| | to | 430 | 2 | | | | 2 | |
| 41.127 | Jct with Northway Road | | | | | | | |
| | to | 501 | 1 | 2 | 1 | | 4 | 1 |
| 77.654 | Jct with Taylor Highway | | | | | | | |
| | to | 893 | 2 | | 1 | | 3 | |
| 85.314 | Jct with Tok River | | | | | | | |
| | to | 1,080 | 4 | | | | 4 | |
| 90.136 | Jct with Tok Cutoff Highway | | | | | | | |
| | to | 2,975 | | 1 | | | 1 | |
| 101.729 | Jct with New Tanacross | | | | | | | |
| | to | 373 | 1 | 3 | 2 | | 6 | |
| 156.058 | Johnson River | | | | | | | |
| | to | 569 | 5 | 1 | 1 | | 7 | 2 |
| 190.340 | Jct with Clearwater Rd | | | | | | | |
| | to | 800 | 2 | | | | 2 | 2 |
| 195.638 | Jct with Triple H Road | | | | | | | |
| | to | 1,025 | | | | | | |
| 196.795 | Jct with South Clearwater Avenue | | | | | | | |
| | to | 1,175 | | | | | | |
| 198.000 | Jct with Richardson Highway | | | | | | | |
| | | | | | | | | |
| TOTAL | ALCAN Border - Richardson Hwy | | 17 | 7 | 5 | 0 | 29 | 5 |

Table 18
Tok Cutoff NHS 1999 Accidents
Richardson Highway - Alaska Highway

| MILEAGE | FEATURE | ADT | NUMBER OF ACCIDENTS | | | | | |
|---------|---------------------------------|-------|---------------------|--------------|--------------|-------|-------|-------|
| | | | PDO | Minor Injury | Major Injury | Fatal | Total | Moose |
| 0.000 | Jct with Richardson Highway | | | | | | | |
| | to | 606 | 1 | | | | 1 | |
| 2.613 | Postoffice Entrance 1 | | | | | | | |
| | to | 409 | 4 | | | | 4 | |
| 17.529 | Tulsona Creek | | | | | | | |
| | to | 364 | 2 | 1 | | | 3 | 1 |
| 58.786 | Jct with Nabesna Road | | | | | | | |
| | to | 506 | 2 | 2 | 2 | 1 | 7 | 1 |
| 79.699 | Jct with Mentasta Spur Road | | | | | | | |
| | to | 435 | 3 | 1 | | | 4 | 3 |
| 96.015 | Jct with Old Tok Cutoff | | | | | | | |
| | to | 1,075 | | 1 | | | 1 | |
| 121.079 | Tok Highway Maintenance Station | | | | | | | |
| | to | 1,066 | 1 | | | | 1 | |
| 121.930 | Jct with Alaska Highway | | | | | | | |
| | | | | | | | | |
| TOTAL | Richardson Hwy - Alaska Hwy | | 13 | 5 | 2 | 1 | 21 | 5 |

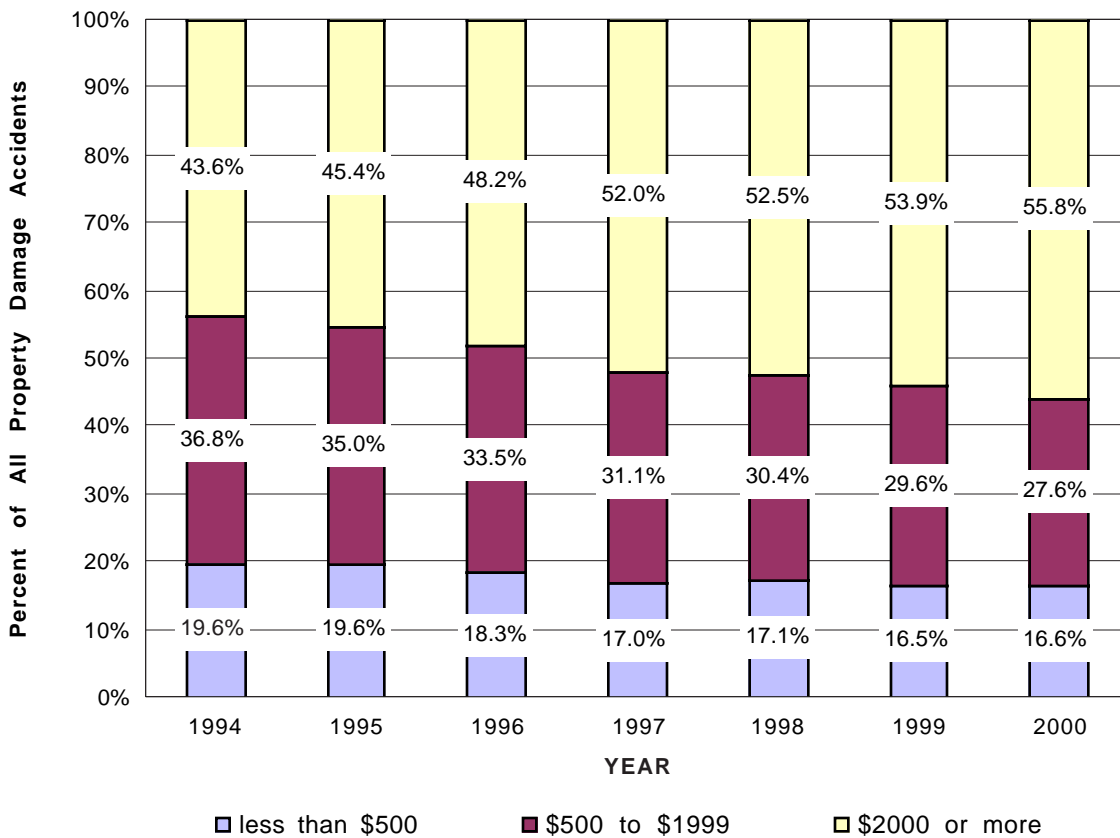
Reporting of Property-Damage-Only Accidents

The proportion of PDO accidents reported at high damage valuations has continued to increase over time, matched by decreases in percentages of PDO accidents at mid and low valuations. Figure 22 illustrates that the percentage of PDO accidents reported in 2000 with damage valuations greater than \$2000 increased almost two percent from the previous year and ten percent over five years.

The percentage of all accidents that involve only property damage declined between 1994 and 1998 then rose about 2% in 1999. During 2000, the percentage of PDO accidents reported was comparable to 1998 (about 69%).

As discussed in the 1998 and 1999 editions of this publication, a number of factors may influence these trends. State statute AS 28.35.080, as revised effective July 1996, raised accident reporting requirements from \$500 to \$2000, but AS28.22.021 continues to require participants to provide proof of liability insurance coverage whenever damages exceed \$501. Other factors affecting traffic accident damage valuations are inflationary pressures (costs of vehicle and non-vehicular property such as guardrails and fences), and variable methods used by police, owners, and data processing staff to estimate vehicle repair costs.

Figure 22
Property Damage Only,
Accident Valuations by Year



Roadway Configuration

Table 19 presents accident rates (accidents per 100 million vehicle miles travelled) by roadway category. Roadway categories are based on combinations of urban/rural location, presence of medians dividing opposing traffic, and functional class. Accidents include all severity classes. The safest roadways were interstates and expressways, where opposing lanes of travel were physically separated by median strips or physical barriers. Accidents were more likely to occur on other categories of urban roadways.

**Table 19. Alaska Statewide Accident Rates
by Roadway Category, 2000.**

| Roadway Category | Accidents/100 million VMT |
|--|---------------------------|
| Undivided Urban & Rural Interstate | 1.282 |
| Divided Rural Interstate | 1.166 |
| Divided Urban Interstate and Other Freeway & Expressway | 1.172 |
| Divided or Undivided Rural Arterial, either Principal or Minor | 1.408 |
| Divided or Undivided Rural Collector and Local Major or Minor Collectors | 1.691 |
| Undivided Urban Arterial -- Principal or Minor Urban Arterial, Two Way Traffic | 2.928 |
| Undivided Urban Arterial -- Principal or Minor Urban Arterial, One Way Traffic | 4.137 |
| Divided Urban Arterial -- Principal or Minor Urban Arterial | 2.565 |
| Divided or Undivided Urban Collector and Local Roads | 3.737 |

LIST OF APPENDIX TABLES

| | |
|-----------------------------|---|
| A. TIME AND LOCATION | 58 |
| Table A.1.1 | 2000 Alaska Traffic Accidents by Month and Accident Severity |
| | 58 |
| Table A.1.2 | 2000 Alaska Traffic Accidents Percent by Month and Accident Severity |
| | 58 |
| Table A.1.3 | 2000 Alaska Traffic Accidents Percent by Accident Severity and Month |
| | 59 |
| Table A.2.1 | 2000 Alaska Traffic Accidents by Day of Week and Accident Severity |
| | 60 |
| Table A.2.2 | 2000 Alaska Traffic Accidents Percent by Day of Week and Accident Severity |
| | 60 |
| Table A.2.3 | 2000 Alaska Traffic Accidents Percent by Accident Severity and Day of Week |
| | 60 |
| Table A.3.1 | 2000 Alaska Traffic Accidents by Time of Day and Accident Severity |
| | 61 |
| Table A.3.2 | 2000 Alaska Traffic Accidents Percent by Time of Day and Accident Severity |
| | 61 |
| Table A.3.3 | 2000 Alaska Traffic Accidents Percent by Accident Severity and Time of Day |
| | 62 |
| Table A.4.1 | 2000 Alaska Weekend Traffic Accidents by Time of Day and Accident Severity |
| | 63 |
| Table A.4.2 | 2000 Alaska Traffic Accidents, Weekend Alcohol Related Accidents by Time of Day and Accident Severity |
| | 64 |
| Table A.5.1 | 2000 Alaska Traffic Accidents by Borough and Accident Severity |
| | 65 |
| Table A.5.2 | 2000 Alaska Traffic Accidents Percent by Borough and Accident Severity |
| | 65 |
| Table A.5.3 | 2000 Alaska Traffic Accidents Percent by Accident Severity and Borough |
| | 66 |
| Table A.6.1 | 2000 Alaska Traffic Accidents by City and Accident Severity |
| | 67 |
| Table A.6.2 | 2000 Alaska Traffic Accidents Percent by City and Accident Severity |
| | 68 |
| Table A.6.3 | 2000 Alaska Traffic Accidents Percent by Accident Severity and City |
| | 69 |

| | | |
|-----------------------------|---|-----------|
| Table A.7.1 | Persons Involved in 2000 Alaska Traffic Accidents by Age and Injury Severity | 70 |
| Table A.7.2 | Persons Involved in 2000 Alaska Traffic Accidents by Month and Injury Severity | 70 |
| Table A.7.3 | Persons Involved in 2000 Alaska Traffic Accidents by Borough and Injury Severity | 71 |
| Table A.7.4 | Persons Involved in 2000 Alaska Traffic Accidents by City and Injury Severity | 71 |
| Table A.8.1 | Number of 2000 Alaska Traffic Accidents by Borough and Month | 72 |
| Table A.9.1 | Number of 2000 Alaska Traffic Accidents by Accident Severity and Property Damage | 73 |
| Table A.9.2 | Number of 2000 Alaska Traffic Accidents Percent by Property Damage and Accident Severity | 73 |
| Table A.9.3 | Number of 2000 Alaska Traffic Accidents Percent by Accident Severity and Property Damage | 73 |
| Table A.10.1 | 2000 Alaska Traffic Accidents by Census Area and Accident Severity | 74 |
| Table A.10.2 | 2000 Alaska Traffic Accidents Percent by Census Area and Accident Severity | 75 |
| Table A.10.3 | 2000 Alaska Traffic Accidents Percent by Accident Severity and Census Area | 76 |
| Table A.11.1 | 2000 Alaska Traffic Accidents by Land Use and Accident Severity | 77 |
| Table A.11.2 | 2000 Alaska Traffic Accidents Percent by Land Usage and Accident Severity | 77 |
| Table A.11.3 | 2000 Alaska Traffic Accidents Percent by Accident Severity and Land Usage | 77 |
| Table A.12.1 | 2000 Alaska Traffic Accidents by Urban/Rural and Accident Severity | 78 |
| Table A.13.1 | 2000 Alaska Traffic Accidents by Report Source and Accident Severity | 78 |
| B. ENVIRONMENT | | 79 |
| Table B.1.1 | 2000 Alaska Traffic Accidents by Ambient Light Level and Accident Severity | 79 |
| Table B.1.2 | 2000 Alaska Traffic Accidents Percent by Ambient Light Level and Accident Severity | 79 |

| | | |
|-------------------------------|--|-----------|
| Table B.1.3 | 2000 Alaska Traffic Accidents Percent by Accident Severity and Ambient Light Level | 79 |
| Table B.2.1 | 2000 Alaska Traffic Accidents by Roadway Surface Condition and Accident Severity | 80 |
| Table B.2.2 | 2000 Alaska Traffic Accidents Percent by Roadway Surface Condition and Accident Severity | 80 |
| Table B.2.3 | 2000 Alaska Traffic Accidents Percent by Accident Severity and Roadway Surface Condition .. | 80 |
| Table B.3.1 | 2000 Alaska Traffic Accidents by Weather and Accident Severity | 81 |
| Table B.3.2 | 2000 Alaska Traffic Accidents Percent by Weather and Accident Severity | 81 |
| Table B.3.3 | 2000 Alaska Traffic Accidents Percent by Accident Severity and Weather | 81 |
| C. CIRCUMSTANCES | | 82 |
| Table C.1.1 | 2000 Alaska Traffic Accidents by Type of Accident and Accident Severity | 82 |
| Table C.1.2 | 2000 Alaska Traffic Accidents Percent by Type of Accident and Accident Severity | 83 |
| Table C.1.3 | 2000 Alaska Traffic Accidents Percent by Accident Severity and Type of Accident | 84 |
| Table C.2.1 | Vehicles In 2000 Alaska Traffic Accidents, by Vehicle Type and Accident Severity | 85 |
| Table C.2.2 | Vehicles In 2000 Alaska Traffic Accidents Percent by Vehicle Type and Accident Severity | 85 |
| Table C.2.3 | Vehicles In 2000 Alaska Traffic Accidents Percent by Accident Severity and Vehicle Type | 86 |
| Table C.3.1 | 2000 Alaska Traffic Accidents by Traffic Control Device and Accident Severity | 87 |
| Table C.3.2 | 2000 Alaska Traffic Accidents Percent by Traffic Control Device and Accident Severity | 87 |
| Table C.3.3 | 2000 Alaska Traffic Accidents Percent by Accident Severity and Traffic Control Device | 88 |
| Table C.4.1 | 2000 Alaska Moose Traffic Accidents by Month and Accident Severity | 89 |
| Table C.4.2 | 2000 Alaska Moose Traffic Accidents by Time of Day and Accident Severity | 89 |

| | | |
|---|---|-----------|
| Table C.4.3 | 2000 Alaska Moose Traffic Accidents by Borough and Accident Severity | 90 |
| Table C.4.4 | 2000 Alaska Moose Traffic Accidents by City and Accident Severity | 90 |
| Table C.5.1 | Factors Contributing to 2000 Alaska Traffic Accidents by Accident Severity and Contributing Factor Type | 91 |
| Table C.5.2 | Factors Contributing to 2000 Alaska Traffic Accidents Percent by Contributing Factor and Accident Severity | 91 |
| Table C.5.3 | Factors Contributing to 2000 Alaska Traffic Accidents Percent by Accident Severity and Contributing Factor | 91 |
| Table C.6.1 | Human Factors Contributing to 2000 Alaska Traffic Accidents by Accident Severity | 92 |
| Table C.6.2 | Human Factors Contributing to 2000 Alaska Traffic Accidents Percent by Contributing Factor and Accident Severity | 93 |
| Table C.6.3 | Human Factors Contributing to 2000 Alaska Traffic Accidents Percent by Accident Severity and Contributing Factor | 94 |
| Table C.7.1 | Vehicular Factors Contributing to 2000 Alaska Traffic Accidents by Accident Severity | 95 |
| Table C.7.2 | Vehicular Factors Contributing to 2000 Alaska Traffic Accidents Percent by Contributing Factor and Accident Severity | 95 |
| Table C.7.3 | Vehicular Factors Contributing to 2000 Alaska Traffic Accidents Percent by Accident Severity and Contributing Factor | 96 |
| Table C.8.1 | Environmental and Roadway Factors Contributing To 2000 Alaska Traffic Accidents, by Accident Severity | 97 |
| Table C.8.2 | Environmental and Roadway Factors Contributing To 2000 Alaska Traffic Accidents, Percent by Contributing Factor and Accident Severity | 97 |
| Table C.8.3 | Environmental and Roadway Factors Contributing To 2000 Alaska Traffic Accidents, Percent by Accident Severity and Contributing Factor | 98 |
| D. OCCUPANTS OF AUTOMOBILES, TRUCKS, AND BUSES | | 99 |
| Table D.1.1 | Female Drivers In 2000 Alaska Traffic Accidents Automobiles, Trucks, and Buses By Age and Injury Severity | 99 |
| Table D.1.2 | Female Drivers In 2000 Alaska Traffic Accidents Automobiles, Trucks, and Buses Percent by Age and Injury Severity | 100 |
| Table D.1.3 | Female Drivers In 2000 Alaska Traffic Accidents Automobiles, Trucks, and Buses Percent by Injury Severity and Age | 100 |

| | | |
|-------------|--|-----|
| Table D.2.1 | Male Drivers In 2000 Alaska Traffic Accidents Automobiles, Trucks, and Buses by Age and Injury Severity | 101 |
| Table D.2.2 | Male Drivers In 2000 Alaska Traffic Accidents Automobiles, Trucks, and Buses Percent by Age and Injury Severity | 101 |
| Table D.2.3 | Male Drivers In 2000 Alaska Traffic Accidents Automobiles, Trucks, and Buses Percent by Injury Severity and Age | 102 |
| Table D.3.1 | All Drivers In 2000 Alaska Traffic Accidents Automobiles, Trucks, and Buses by Age and Injury Severity | 103 |
| Table D.3.2 | All Drivers In 2000 Alaska Traffic Accidents Automobiles, Trucks, and Buses Percent by Age and Injury Severity | 104 |
| Table D.3.3 | All Drivers In 2000 Alaska Traffic Accidents Automobiles, Trucks, and Buses Percent by Injury Severity and Age | 105 |
| Table D.4.1 | Safety Equipment Use In 2000 Alaska Traffic Accidents Automobiles, Trucks, and Buses by Injury Severity | 106 |
| Table D.4.2 | Safety Equipment Use In 2000 Alaska Traffic Accidents Automobiles, Trucks, and Buses Percent by Safety Equipment Use | 106 |
| Table D.4.3 | Safety Equipment Use In 2000 Alaska Traffic Accidents Automobiles, Trucks, and Buses Percent by Injury Severity | 107 |
| Table D.5.1 | Female Occupants In 2000 Alaska Traffic Automobiles, Trucks, and Buses by Age and Injury Severity | 108 |
| Table D.5.2 | Male Occupants In 2000 Alaska Traffic Accidents Automobiles, Trucks, and Buses by Age and Injury Severity | 108 |
| Table D.5.3 | All Occupants In 2000 Alaska Traffic Accidents Automobiles, Trucks, and Buses by Age and Injury Severity | 109 |
| Table D.6.1 | 2000 Alaska Traffic Accidents Safety Equipment Use by Occupants Ages 0 Through 3 Years by Injury Severity | 110 |
| Table D.6.2 | 2000 Alaska Traffic Accidents Safety Equipment Use by Occupants Ages 4 Through 10 Years, by Injury Severity | 110 |

| | | |
|---|--|------------|
| Table D.6.3 | 2000 Alaska Traffic Accidents Safety Equipment Use by Occupants Ages 11 Through 15 Years, by Injury Severity | 110 |
| E. PEDESTRIANS AND PEDALCYCLISTS | | 111 |
| Table E.1.1 | Pedestrians in 2000 Alaska Traffic Accidents by Borough and Injury Severity | 111 |
| Table E.1.2 | Pedestrians in 2000 Alaska Traffic Accidents by Month and Injury Severity | 111 |
| Table E.1.3. | Pedestrians in 2000 Alaska Traffic Accidents by Day of Week and Injury Severity | 112 |
| Table E.1.4 | Pedestrians in 2000 Alaska Traffic Accidents by Time of Day and Injury Severity | 112 |
| Table E.2.1 | Female Pedestrians In 2000 Alaska Traffic Accidents by Age and Injury Severity | 113 |
| Table E.2.2 | Male Pedestrians In 2000 Alaska Traffic Accidents by Age and Injury Severity | 113 |
| Table E.2.3 | All Pedestrians In 2000 Alaska Traffic Accidents by Age and Injury Severity | 114 |
| Table E.3.1 | All Pedestrians In 2000 Alcohol Related Traffic Accidents by Age and Injury Severity | 114 |
| Table E.4.1 | Female Alcohol Impaired Pedestrians In 2000 Alaska Traffic Accidents by Age and Injury Severity | 115 |
| Table E.4.2 | Male Alcohol Impaired Pedestrians In 2000 Alaska Traffic Accidents by Age and Injury Severity | 115 |
| Table E.4.3 | All Alcohol Impaired Pedestrians In 2000 Alaska Traffic Accidents by Age and Injury Severity | 116 |
| Table E.5.1 | Pedalcycles in 2000 Alaska Traffic Accidents by Borough and Injury Severity | 117 |
| Table E.5.2 | Pedalcycles in 2000 Alaska Traffic Accidents by Month and Injury Severity | 117 |
| Table E.5.3. | Pedalcycles in 2000 Alaska Traffic Accidents by Day of Week and Injury Severity | 118 |
| Table E.5.4 | Pedalcycles in 2000 Alaska Traffic Accidents by Time of Day and Injury Severity | 118 |
| Table E.6.1 | Female Pedalcyclists In 2000 Alaska Traffic Accidents by Age and Injury Severity | 119 |

| | | |
|---|--|------------|
| Table E.6.2 | Male Pedalcyclists In 2000 Alaska Traffic Accidents by Age and Injury Severity | 119 |
| Table E.6.3 | All Pedalcyclists In 2000 Alaska Traffic Accidents by Age and Injury Severity | 120 |
| Table E.7.1 | All Pedalcyclists In 2000 Alcohol Related Traffic Accidents by Age and Injury Severity | 120 |
| Table E.8.1 | Female Alcohol Impaired Pedalcyclists In 2000 Alaska Traffic Accidents by Age and Injury Severity | 121 |
| Table E.8.2 | Male Alcohol Impaired Pedalcyclists In 2000 Alaska Traffic Accidents by Age and Injury Severity | 121 |
| Table E.8.3 | All Alcohol Impaired Pedalcyclists In 2000 Alaska Traffic Accidents by Age and Injury Severity | 121 |
| F. MOTORCYCLES AND RECREATIONAL VEHICLES | | 122 |
| Table F.1.1 | Motorcycles in 2000 Alaska Traffic Accidents by Borough and Injury Severity | 122 |
| Table F.1.2 | Motorcycles in 2000 Alaska Traffic Accidents by Month and Injury Severity | 122 |
| Table F.1.3 | Motorcycles in 2000 Alaska Traffic Accidents by Day of Week and Injury Severity | 123 |
| Table F.1.4 | Motorcycles in 2000 Alaska Traffic Accidents by Time of Day and Injury Severity | 123 |
| Table F.2.1 | Motorcycle Operators In 2000 Alaska Traffic Accidents by Age and Injury Severity | 124 |
| Table F.3.1 | Female Motorcycle Riders In 2000 Alaska Traffic Accidents by Age and Injury Severity | 125 |
| Table F.3.2 | Male Motorcycle Riders In 2000 Alaska Traffic Accidents by Age and Injury Severity | 125 |
| Table F.3.3 | All Motorcycle Riders In 2000 Alaska Traffic Accidents by Age and Injury Severity | 126 |
| Table F.4.1 | All Motorcycle Riders In Alcohol Related 2000 Alaska Traffic Accidents by Age and Injury Severity | 127 |
| Table F.5.1 | Motorcycle Riders With Alcohol Impaired Motorcycle Operators in 2000 Alaska Traffic Accidents by Age and Injury Severity | 127 |
| Table F.6.1 | Motorcycle Riders in 2000 Alaska Traffic Accidents by Helmet Use and Accident Severity | 128 |

| | | |
|--------------|---|-----|
| Table F.6.2 | Motorcycle Riders in 2000 Alaska Traffic Accidents by Helmet Use and Head, Eye, or Face Injuries | 128 |
| Table F.7.1 | Snow Machines and All Terrain Vehicles in 2000 Alaska Traffic Accidents by Borough and Injury Severity | 129 |
| Table F.7.2 | Snow Machines and All Terrain Vehicles in 2000 Alaska Traffic Accidents by Month and Injury Severity | 129 |
| Table F.7.3 | Snow Machines and All Terrain Vehicles in 2000 Alaska Traffic Accidents by Day of Week and Injury Severity | 130 |
| Table F.7.4 | Snow Machines and All Terrain Vehicles in 2000 Alaska Traffic Accidents by Time of Day and Injury Severity | 130 |
| Table F.8.1 | All Snow Machine and All Terrain Vehicle Operators In 2000 Alaska Traffic Accidents by Age and Injury Severity | 131 |
| Table F.9.1 | Female Snow Machine and All Terrain Vehicle Riders In 2000 Alaska Traffic Accidents by Age and Injury Severity | 132 |
| Table F.9.2 | Male Snow Machine and All Terrain Vehicle Riders In 2000 Alaska Traffic Accidents by Age and Injury Severity | 132 |
| Table F.9.3 | All Snow Machine and All Terrain Vehicle Riders In 2000 Alaska Traffic Accidents by Age and Injury Severity | 133 |
| Table F.10.1 | All Snow Machine and All Terrain Vehicle Riders In 2000 Alcohol Related Alaska Traffic Accidents by Age and Injury Severity | 134 |
| Table F.10.2 | All Snow Machine and All Terrain Vehicle Riders In 2000 Alcohol Related Alaska Traffic Accidents by Month and Injury Severity | 134 |
| Table F.10.3 | All Snow Machine and All Terrain Vehicle Riders In 2000 Alcohol Related Alaska Traffic Accidents by Borough and Injury Severity | 135 |
| Table F.10.4 | All Snow Machine and All Terrain Vehicle Riders In 2000 Alcohol Related Alaska Traffic Accidents by City and Injury Severity | 135 |
| Table F.11.1 | Female Riders With Alcohol Impaired Recreational Vehicle Operators In 2000 Alaska Traffic Accidents by Age and Injury Severity | 136 |

| | | |
|--|--|------------|
| Table F.11.2 | Male Riders With Alcohol Impaired Recreational Vehicle Operators In 2000 Alaska Traffic Accidents by Age and Injury Severity | 136 |
| Table F.11.3 | All Riders With Alcohol Impaired Recreational Vehicle Operators In 2000 Alaska Traffic Accidents by Age and Injury Severity | 136 |
| Table F.12.1 | All Snow Machine and All Terrain Vehicle Riders In 2000 Alaska Traffic Accidents by Helmet Use and Injury Severity | 137 |
| Table F.12.2 | All Snow Machine and All Terrain Vehicle Riders In 2000 Alaska Traffic Accidents by Helmet Use and Head, Eye, or Face Injuries | 137 |
| G. ALCOHOL INVOLVEMENT FOR ALL VEHICLES | | 138 |
| Table G.1.1 | 2000 Alaska Alcohol Related Traffic Accidents by Month and Accident Severity, All Vehicles | 138 |
| Table G.1.2 | 2000 Alaska Alcohol Related Traffic Accidents Percent by Month and Accident Severity, All Vehicles | 138 |
| Table G.1.3 | 2000 Alaska Alcohol Related Traffic Accidents Percent by Accident Severity and Month. All Vehicles | 139 |
| Table G.2.1 | 2000 Alaska Alcohol Related Traffic Accidents by Day of Week and Accident Severity, All Vehicles | 140 |
| Table G.2.2 | 2000 Alaska Alcohol Related Traffic Accidents Percent by Day of Week and Accident Severity, All Vehicles | 140 |
| Table G.2.3 | 2000 Alaska Alcohol Related Traffic Accidents Percent by Accident Severity and Day of Week, All Vehicles | 141 |
| Table G.3.1 | 2000 Alaska Alcohol Related Traffic Accidents by Time of Day and Accident Severity, All Vehicles | 142 |
| Table G.3.2 | 2000 Alaska Alcohol Related Traffic Accidents Percent by Time of Day and Accident Severity, All Vehicles | 142 |
| Table G.3.3 | 2000 Alaska Alcohol Related Traffic Accidents Percent by Accident Severity and Time of Day, All Vehicles | 143 |
| Table G.4.1 | 2000 Alaska Alcohol Related Traffic Accidents by Borough and Accident Severity, All Vehicles | 144 |
| Table G.4.2 | 2000 Alaska Alcohol Related Traffic Accidents Percent by Borough and Accident Severity, All Vehicles | 144 |

| | | |
|--|---|------------|
| Table G.4.3 | 2000 Alaska Alcohol Related Traffic Accidents Percent by Accident Severity and Borough, All Vehicles | 145 |
| Table G.5.1 | Persons Involved in 2000 Alcohol Related Traffic Accidents by Age and Injury Severity, All Vehicles | 146 |
| Table G.5.2 | Persons Involved in 2000 Alcohol Related Traffic Accidents by Month and Injury Severity, All Vehicles | 146 |
| Table G.5.3 | Persons Involved in 2000 Alcohol Related Traffic Accidents by Borough and Injury Severity, All Vehicles | 147 |
| Table G.5.4 | Persons Involved in 2000 Alcohol Related Traffic Accidents by City and Injury Severity, All Vehicles | 147 |
| H. ALCOHOL INVOLVEMENT FOR AUTOMOBILES, TRUCKS, AND BUSES | | 148 |
| Table H.1.1 | 2000 Alaska Alcohol Related Traffic Accidents Automobiles, Trucks, and Buses by Month and Accident Severity | 148 |
| Table H.1.2 | 2000 Alaska Alcohol Related Traffic Accidents Automobiles, Trucks, and Buses Percent by Month and Accident Severity | 148 |
| Table H.1.3 | 2000 Alaska Alcohol Related Traffic Accidents Automobiles, Trucks, and Buses Percent by Accident Severity and Month | 149 |
| Table H.2.1 | 2000 Alaska Alcohol Related Traffic Accidents Automobiles, Trucks, and Buses by Day of Week and Accident Severity | 150 |
| Table H.2.2 | 2000 Alaska Alcohol Related Traffic Accidents Automobiles, Trucks, and Buses Percent by Day of Week and Accident Severity | 150 |
| Table H.2.3 | 2000 Alaska Alcohol Related Traffic Accidents Automobiles, Trucks, and Buses Percent by Accident Severity and Day of Week | 150 |
| Table H.3.1 | 2000 Alaska Alcohol Related Traffic Accidents Automobiles, Trucks, and Buses by Time of Day and Accident Severity | 151 |
| Table H.3.2 | 2000 Alaska Alcohol Related Traffic Accidents Automobiles, Trucks, and Buses Percent by Time of Day and Accident Severity | 151 |
| Table H.3.3 | 2000 Alaska Alcohol Related Traffic Accidents Automobiles, Trucks, and Buses Percent by Accident Severity and Time of Day | 152 |

| | | |
|-------------|---|-----|
| Table H.4.1 | 2000 Alaska Alcohol Related Traffic Accidents Automobiles, Trucks, and Buses by Borough and Accident Severity | 153 |
| Table H.4.2 | 2000 Alaska Alcohol Related Traffic Accidents Automobiles, Trucks, and Buses Percent by Borough and Accident Severity | 153 |
| Table H.4.3 | 2000 Alaska Alcohol Related Traffic Accidents Automobiles, Trucks, and Buses Percent by Accident Severity and Borough | 154 |
| Table H.5.1 | Female Alcohol Impaired Drivers in Automobiles, Trucks, and Buses by Age and Injury Severity | 155 |
| Table H.5.2 | Male Alcohol Impaired Drivers in Automobiles, Trucks, and Buses by Age and Injury Severity | 155 |
| Table H.5.3 | All Alcohol Impaired Drivers in Automobiles, Trucks, and Buses by Age and Injury Severity | 156 |
| Table H.6.1 | Female Occupants With Alcohol Impaired Drivers In Automobiles, Trucks, and Buses by Age and Injury Severity | 157 |
| Table H.6.2 | Male Occupants With Alcohol Impaired Drivers In Automobiles, Trucks, and Buses by Age and Injury Severity | 157 |
| Table H.6.3 | All Occupants With Alcohol Impaired Drivers In Automobiles, Trucks, and Buses by Age and Injury Severity | 158 |
| Table H.7.1 | Female Occupants In Alcohol Related Accidents Automobiles, Trucks, and Buses by Age and Injury Severity | 159 |
| Table H.7.2 | Male Occupants In Alcohol Related Accidents Automobiles, Trucks, and Buses by Age and Injury Severity | 159 |
| Table H.7.3 | All Occupants In Alcohol Related Accidents Automobiles, Trucks, and Buses by Age and Injury Severity | 160 |

A. TIME AND LOCATION

Table A.1.1
2000 Alaska Traffic Accidents
by Month and Accident Severity

| MONTH | NUMBER OF ACCIDENTS | | | | TOTAL |
|-----------------|----------------------------|-----------------|-----------------|-------|--------|
| | Property Damage Only | Minor Injury | Major Injury | Fatal | |
| January | 1,450 | 480 | 21 | 10 | 1,961 |
| February | 1,004 | 318 | 25 | 7 | 1,354 |
| March | 884 | 290 | 35 | 3 | 1,212 |
| April | 495 | 198 | 20 | 5 | 718 |
| May | 513 | 280 | 29 | 7 | 829 |
| June | 581 | 331 | 27 | 12 | 951 |
| July | 663 | 346 | 41 | 8 | 1,058 |
| August | 681 | 351 | 37 | 10 | 1,079 |
| September | 665 | 346 | 24 | 8 | 1,043 |
| October | 912 | 300 | 28 | 8 | 1,248 |
| November | 880 | 337 | 26 | 5 | 1,248 |
| December | 1,061 | 324 | 31 | 10 | 1,426 |
| ALL YEAR | 9,789 | 3,901 | 344 | 93 | 14,127 |

Table A.1.2
2000 Alaska Traffic Accidents
Percent by Month and Accident Severity

| MONTH | PERCENT BY MONTH | | | | ALL |
|-----------------|----------------------------|-----------------|-----------------|-------|-------|
| | Property Damage Only | Minor Injury | Major Injury | Fatal | |
| January | 14.8 | 12.3 | 6.1 | 10.8 | 13.9 |
| February | 10.3 | 8.2 | 7.3 | 7.5 | 9.6 |
| March | 9.0 | 7.4 | 10.2 | 3.2 | 8.6 |
| April | 5.1 | 5.1 | 5.8 | 5.4 | 5.1 |
| May | 5.2 | 7.2 | 8.4 | 7.5 | 5.9 |
| June | 5.9 | 8.5 | 7.8 | 12.9 | 6.7 |
| July | 6.8 | 8.9 | 11.9 | 8.6 | 7.5 |
| August | 7.0 | 9.0 | 10.8 | 10.8 | 7.6 |
| September | 6.8 | 8.9 | 7.0 | 8.6 | 7.4 |
| October | 9.3 | 7.7 | 8.1 | 8.6 | 8.8 |
| November | 9.0 | 8.6 | 7.6 | 5.4 | 8.8 |
| December | 10.8 | 8.3 | 9.0 | 10.8 | 10.1 |
| ALL YEAR | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 |

Table A.1.3
2000 Alaska Traffic Accidents
Percent by Accident Severity and Month

| MONTH | PERCENT BY ACCIDENT SEVERITY | | | | ALL |
|-----------------|------------------------------|-----------------|-----------------|-------|-------|
| | Property Damage Only | Minor Injury | Major Injury | Fatal | |
| January | 73.9 | 24.5 | 1.1 | 0.5 | 100.0 |
| February | 74.2 | 23.5 | 1.8 | 0.5 | 100.0 |
| March | 72.9 | 23.9 | 2.9 | 0.2 | 100.0 |
| April | 68.9 | 27.6 | 2.8 | 0.7 | 100.0 |
| May | 61.9 | 33.8 | 3.5 | 0.8 | 100.0 |
| June | 61.1 | 34.8 | 2.8 | 1.3 | 100.0 |
| July | 62.7 | 32.7 | 3.9 | 0.8 | 100.0 |
| August | 63.1 | 32.5 | 3.4 | 0.9 | 100.0 |
| September | 63.8 | 33.2 | 2.3 | 0.8 | 100.0 |
| October | 73.1 | 24.0 | 2.2 | 0.6 | 100.0 |
| November | 70.5 | 27.0 | 2.1 | 0.4 | 100.0 |
| December | 74.4 | 22.7 | 2.2 | 0.7 | 100.0 |
| ALL YEAR | 69.3 | 27.6 | 2.4 | 0.7 | 100.0 |

Table A.2.1
2000 Alaska Traffic Accidents
by Day of Week and Accident Severity

| DAY OF WEEK | NUMBER OF ACCIDENTS | | | | TOTAL |
|-----------------|----------------------------|-----------------|-----------------|-------|--------|
| | Property Damage Only | Minor Injury | Major Injury | Fatal | |
| Friday | 1,587 | 650 | 46 | 12 | 2,295 |
| Saturday | 1,414 | 587 | 58 | 18 | 2,077 |
| Sunday | 1,073 | 437 | 55 | 18 | 1,583 |
| Monday | 1,349 | 504 | 39 | 9 | 1,901 |
| Tuesday | 1,487 | 597 | 50 | 13 | 2,147 |
| Wednesday | 1,489 | 574 | 48 | 16 | 2,127 |
| Thursday | 1,390 | 552 | 48 | 7 | 1,997 |
| ALL WEEK | 9,789 | 3,901 | 344 | 93 | 14,127 |

Table A.2.2
2000 Alaska Traffic Accidents
Percent by Day of Week and Accident Severity

| DAY OF WEEK | PERCENT BY DAY OF WEEK | | | | ALL |
|-----------------|----------------------------|-----------------|-----------------|-------|-------|
| | Property Damage Only | Minor Injury | Major Injury | Fatal | |
| Friday | 16.2 | 16.7 | 13.4 | 12.9 | 16.2 |
| Saturday | 14.4 | 15.0 | 16.9 | 19.4 | 14.7 |
| Sunday | 11.0 | 11.2 | 16.0 | 19.4 | 11.2 |
| Monday | 13.8 | 12.9 | 11.3 | 9.7 | 13.5 |
| Tuesday | 15.2 | 15.3 | 14.5 | 14.0 | 15.2 |
| Wednesday | 15.2 | 14.7 | 14.0 | 17.2 | 15.1 |
| Thursday | 14.2 | 14.2 | 14.0 | 7.5 | 14.1 |
| ALL WEEK | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 |

Table A.2.3
2000 Alaska Traffic Accidents
Percent by Accident Severity and Day of Week

| DAY OF WEEK | PERCENT BY ACCIDENT SEVERITY | | | | ALL |
|-----------------|------------------------------|-----------------|-----------------|-------|-------|
| | Property Damage Only | Minor Injury | Major Injury | Fatal | |
| Friday | 69.2 | 28.3 | 2.0 | 0.5 | 100.0 |
| Saturday | 68.1 | 28.3 | 2.8 | 0.9 | 100.0 |
| Sunday | 67.8 | 27.6 | 3.5 | 1.1 | 100.0 |
| Monday | 71.0 | 26.5 | 2.1 | 0.5 | 100.0 |
| Tuesday | 69.3 | 27.8 | 2.3 | 0.6 | 100.0 |
| Wednesday | 70.0 | 27.0 | 2.3 | 0.8 | 100.0 |
| Thursday | 69.6 | 27.6 | 2.4 | 0.4 | 100.0 |
| ALL WEEK | 69.3 | 27.6 | 2.4 | 0.7 | 100.0 |

Table A.3.1
2000 Alaska Traffic Accidents
by Time of Day and Accident Severity

| TIME PERIOD | NUMBER OF ACCIDENTS | | | | TOTAL |
|----------------------|----------------------------|-----------------|-----------------|-------|--------|
| | Property Damage Only | Minor Injury | Major Injury | Fatal | |
| 12 – 1:59 a.m. | 473 | 179 | 26 | 20 | 698 |
| 2 – 3:59 a.m. | 283 | 142 | 27 | 7 | 459 |
| 4 – 5:59 a.m. | 188 | 87 | 17 | 2 | 294 |
| 6 – 7:59 a.m. | 567 | 221 | 13 | 5 | 806 |
| 8 – 9:59 a.m. | 736 | 254 | 25 | 3 | 1,018 |
| 10 – 11:59 a.m. | 886 | 317 | 28 | 11 | 1,242 |
| 12 – 1:59 p.m. | 1,252 | 493 | 27 | 6 | 1,778 |
| 2 – 3:59 p.m. | 1,480 | 507 | 36 | 7 | 2,030 |
| 4 – 5:59 p.m. | 1,683 | 699 | 52 | 10 | 2,444 |
| 6 – 7:59 p.m. | 1,006 | 439 | 43 | 3 | 1,491 |
| 8 – 9:59 p.m. | 697 | 310 | 28 | 9 | 1,044 |
| 10 – 11:59 p.m. | 538 | 253 | 22 | 10 | 823 |
| ALL DAY | 9,789 | 3,901 | 344 | 93 | 14,127 |

Table A.3.2
2000 Alaska Traffic Accidents
Percent by Time of Day and Accident Severity

| TIME PERIOD | PERCENT BY 2-HOUR PERIOD | | | | ALL |
|----------------------|----------------------------|-----------------|-----------------|-------|-------|
| | Property Damage Only | Minor Injury | Major Injury | Fatal | |
| 12 – 1:59 a.m. | 4.8 | 4.6 | 7.6 | 21.5 | 4.9 |
| 2 – 3:59 a.m. | 2.9 | 3.6 | 7.8 | 7.5 | 3.2 |
| 4 – 5:59 a.m. | 1.9 | 2.2 | 4.9 | 2.2 | 2.1 |
| 6 – 7:59 a.m. | 5.8 | 5.7 | 3.8 | 5.4 | 5.7 |
| 8 – 9:59 a.m. | 7.5 | 6.5 | 7.3 | 3.2 | 7.2 |
| 10 – 11:59 a.m. | 9.1 | 8.1 | 8.1 | 11.8 | 8.8 |
| 12 – 1:59 p.m. | 12.8 | 12.6 | 7.8 | 6.5 | 12.6 |
| 2 – 3:59 p.m. | 15.1 | 13.0 | 10.5 | 7.5 | 14.4 |
| 4 – 5:59 p.m. | 17.2 | 17.9 | 15.1 | 10.8 | 17.3 |
| 6 – 7:59 p.m. | 10.3 | 11.3 | 12.5 | 3.2 | 10.6 |
| 8 – 9:59 p.m. | 7.1 | 7.9 | 8.1 | 9.7 | 7.4 |
| 10 – 11:59 p.m. | 5.5 | 6.5 | 6.4 | 10.8 | 5.8 |
| ALL DAY | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 |

Table A.3.3
2000 Alaska Traffic Accidents
Percent by Accident Severity and Time of Day

| TIME PERIOD | PERCENT BY ACCIDENT SEVERITY | | | | ALL |
|----------------------|------------------------------|-----------------|-----------------|-------|-------|
| | Property Damage Only | Minor Injury | Major Injury | Fatal | |
| 12 — 1:59 a.m. | 67.8 | 25.6 | 3.7 | 2.9 | 100.0 |
| 2 — 3:59 a.m. | 61.7 | 30.9 | 5.9 | 1.5 | 100.0 |
| 4 — 5:59 a.m. | 63.9 | 29.6 | 5.8 | 0.7 | 100.0 |
| 6 — 7:59 a.m. | 70.3 | 27.4 | 1.6 | 0.6 | 100.0 |
| 8 — 9:59 a.m. | 72.3 | 25.0 | 2.5 | 0.3 | 100.0 |
| 10 — 11:59 a.m. | 71.3 | 25.5 | 2.3 | 0.9 | 100.0 |
| 12 — 1:59 p.m. | 70.4 | 27.7 | 1.5 | 0.3 | 100.0 |
| 2 — 3:59 p.m. | 72.9 | 25.0 | 1.8 | 0.3 | 100.0 |
| 4 — 5:59 p.m. | 68.9 | 28.6 | 2.1 | 0.4 | 100.0 |
| 6 — 7:59 p.m. | 67.5 | 29.4 | 2.9 | 0.2 | 100.0 |
| 8 — 9:59 p.m. | 66.8 | 29.7 | 2.7 | 0.9 | 100.0 |
| 10 — 11:59 p.m. | 65.4 | 30.7 | 2.7 | 1.2 | 100.0 |
| ALL DAY | 69.3 | 27.6 | 2.4 | 0.7 | 100.0 |

Table A.4.1
2000 Alaska Weekend Traffic Accidents
by Time of Day and Accident Severity

| DAY AND TIME PERIOD | | NUMBER OF ACCIDENTS | | | | TOTAL |
|--------------------------|-----------------|----------------------------|-----------------|-----------------|-------|-------|
| | | Property Damage Only | Minor Injury | Major Injury | Fatal | |
| Friday | 12 — 1:59 p.m. | 198 | 88 | 2 | — | 288 |
| Friday | 2 — 3:59 p.m. | 237 | 73 | 6 | 1 | 317 |
| Friday | 4 — 5:59 p.m. | 282 | 112 | 5 | — | 399 |
| Friday | 6 — 7:59 p.m. | 158 | 66 | 8 | — | 232 |
| Friday | 8 — 9:59 p.m. | 119 | 60 | 3 | 2 | 184 |
| Friday | 10 — 11:59 p.m. | 107 | 55 | 4 | — | 166 |
| Saturday | 12 — 1:59 a.m. | 79 | 35 | 3 | 4 | 121 |
| Saturday | 2 — 3:59 a.m. | 58 | 33 | 8 | 2 | 101 |
| Saturday | 4 — 5:59 a.m. | 46 | 20 | 3 | — | 69 |
| Saturday | 6 — 7:59 a.m. | 55 | 22 | 1 | 2 | 80 |
| Saturday | 8 — 9:59 a.m. | 100 | 37 | 6 | 1 | 144 |
| Saturday | 10 — 11:59 a.m. | 131 | 58 | 3 | 2 | 194 |
| Saturday | 12 — 1:59 p.m. | 177 | 75 | 5 | 2 | 259 |
| Saturday | 2 — 3:59 p.m. | 223 | 72 | 4 | 1 | 300 |
| Saturday | 4 — 5:59 p.m. | 186 | 75 | 10 | 3 | 274 |
| Saturday | 6 — 7:59 p.m. | 133 | 67 | 10 | — | 210 |
| Saturday | 8 — 9:59 p.m. | 106 | 44 | 3 | 1 | 154 |
| Saturday | 10 — 11:59 p.m. | 120 | 49 | 2 | — | 171 |
| Sunday | 12 — 1:59 a.m. | 102 | 43 | 5 | 4 | 154 |
| Sunday | 2 — 3:59 a.m. | 65 | 35 | 6 | 1 | 107 |
| Sunday | 4 — 5:59 a.m. | 36 | 17 | 6 | 1 | 60 |
| Sunday | 6 — 7:59 a.m. | 41 | 16 | 2 | — | 59 |
| Sunday | 8 — 9:59 a.m. | 34 | 24 | 3 | — | 61 |
| Sunday | 10 — 11:59 a.m. | 100 | 23 | 6 | 2 | 131 |
| Sunday | 12 — 1:59 p.m. | 121 | 43 | 4 | — | 168 |
| Sunday | 2 — 3:59 p.m. | 137 | 67 | 5 | 1 | 210 |
| Sunday | 4 — 5:59 p.m. | 143 | 54 | 5 | 1 | 203 |
| Sunday | 6 — 7:59 p.m. | 120 | 44 | 5 | — | 169 |
| Sunday | 8 — 9:59 p.m. | 101 | 42 | 7 | 4 | 154 |
| Sunday | 10 — 11:59 p.m. | 73 | 29 | 1 | 4 | 107 |
| FRI. NOON— SUN. MIDNIGHT | | 3,588 | 1,478 | 141 | 39 | 5,246 |

Table A.4.2
2000 Alaska Traffic Accidents,
Weekend Alcohol Related Accidents

| DAY AND HOUR INTERVAL | NUMBER OF ACCIDENTS | | | | TOTAL |
|--------------------------|----------------------------|-----------------|-----------------|-------|-------|
| | Property Damage Only | Minor Injury | Major Injury | Fatal | |
| Friday 12 — 1:59 p.m. | 3 | 1 | — | — | 4 |
| Friday 2 — 3:59 p.m. | 4 | 3 | — | — | 7 |
| Friday 4 — 5:59 p.m. | 8 | 6 | — | — | 14 |
| Friday 6 — 7:59 p.m. | 7 | 8 | 2 | — | 17 |
| Friday 8 — 9:59 p.m. | 10 | 9 | 2 | 1 | 22 |
| Friday 10 — 11:59 p.m. | 19 | 10 | 2 | — | 31 |
| Saturday 12 — 1:59 a.m. | 24 | 10 | 2 | 3 | 39 |
| Saturday 2 — 3:59 a.m. | 18 | 19 | 6 | 1 | 44 |
| Saturday 4 — 5:59 a.m. | 19 | 9 | 2 | — | 30 |
| Saturday 6 — 7:59 a.m. | 4 | 6 | — | 1 | 11 |
| Saturday 8 — 9:59 a.m. | 3 | — | 1 | — | 4 |
| Saturday 10 — 11:59 a.m. | 6 | 3 | — | 1 | 10 |
| Saturday 12 — 1:59 p.m. | 1 | 3 | 1 | — | 5 |
| Saturday 2 — 3:59 p.m. | 3 | 5 | — | 1 | 9 |
| Saturday 4 — 5:59 p.m. | 6 | 4 | 1 | — | 11 |
| Saturday 6 — 7:59 p.m. | 12 | 12 | 1 | — | 25 |
| Saturday 8 — 9:59 p.m. | 16 | 6 | 1 | 1 | 24 |
| Saturday 10 — 11:59 p.m. | 17 | 12 | 1 | — | 30 |
| Sunday 12 — 1:59 a.m. | 22 | 18 | 5 | 2 | 47 |
| Sunday 2 — 3:59 a.m. | 25 | 25 | 3 | 1 | 54 |
| Sunday 4 — 5:59 a.m. | 10 | 9 | 4 | — | 23 |
| Sunday 6 — 7:59 a.m. | 10 | 4 | 1 | — | 15 |
| Sunday 8 — 9:59 a.m. | 4 | 2 | — | — | 6 |
| Sunday 10 — 11:59 a.m. | 4 | 3 | — | — | 7 |
| Sunday 12 — 1:59 p.m. | 2 | 1 | 2 | — | 5 |
| Sunday 2 — 3:59 p.m. | 2 | 4 | 2 | — | 8 |
| Sunday 4 — 5:59 p.m. | 6 | 5 | 1 | 1 | 13 |
| Sunday 6 — 7:59 p.m. | 10 | 5 | — | — | 15 |
| Sunday 8 — 9:59 p.m. | 15 | 7 | 2 | 2 | 26 |
| Sunday 10 — 11:59 p.m. | 10 | 1 | — | 2 | 13 |
| ALL WEEKEND | 300 | 210 | 42 | 17 | 569 |

Table A.5.1
2000 Alaska Traffic Accidents
by Borough and Accident Severity

| BOROUGH | NUMBER OF ACCIDENTS | | | | TOTAL |
|--------------------------|----------------------------|-----------------|-----------------|-------|--------|
| | Property Damage Only | Minor Injury | Major Injury | Fatal | |
| Greater Anchorage Area . | 5,852 | 2,302 | 103 | 29 | 8,286 |
| Fairbanks North Star ... | 1,268 | 409 | 41 | 12 | 1,730 |
| Kenai Peninsula | 806 | 337 | 54 | 13 | 1,210 |
| Matanuska-Susitna | 909 | 344 | 59 | 10 | 1,322 |
| Juneau | 182 | 160 | 17 | 3 | 362 |
| Kodiak Island | 105 | 46 | 7 | — | 158 |
| Ketchikan Gateway | 105 | 65 | 5 | 1 | 176 |
| Sitka | 54 | 28 | 3 | — | 85 |
| North Slope | 54 | 25 | 8 | 3 | 90 |
| Haines | 26 | 7 | 4 | 1 | 38 |
| Bristol Bay | 1 | 7 | 1 | 1 | 10 |
| Denali | 30 | 20 | 3 | 2 | 55 |
| Lake and Peninsula..... | — | — | — | 1 | 1 |
| Yakutat | 1 | — | 1 | — | 2 |
| Unorganized | 396 | 151 | 38 | 17 | 602 |
| STATEWIDE | 9,789 | 3,901 | 344 | 93 | 14,127 |

Table A.5.2
2000 Alaska Traffic Accidents
Percent by Borough and Accident Severity

| BOROUGH | PERCENT BY BOROUGH | | | | ALL |
|--------------------------|----------------------------|-----------------|-----------------|-------|-------|
| | Property Damage Only | Minor Injury | Major Injury | Fatal | |
| Greater Anchorage Area . | 59.8 | 59.0 | 29.9 | 31.2 | 58.7 |
| Fairbanks North Star ... | 13.0 | 10.5 | 11.9 | 12.9 | 12.2 |
| Kenai Peninsula | 8.2 | 8.6 | 15.7 | 14.0 | 8.6 |
| Matanuska-Susitna | 9.3 | 8.8 | 17.2 | 10.8 | 9.4 |
| Juneau | 1.9 | 4.1 | 4.9 | 3.2 | 2.6 |
| Kodiak Island | 1.1 | 1.2 | 2.0 | 0.0 | 1.1 |
| Ketchikan Gateway | 1.1 | 1.7 | 1.5 | 1.1 | 1.2 |
| Sitka | 0.6 | 0.7 | 0.9 | 0.0 | 0.6 |
| North Slope | 0.6 | 0.6 | 2.3 | 3.2 | 0.6 |
| Haines | 0.3 | 0.2 | 1.2 | 1.1 | 0.3 |
| Bristol Bay | 0.0 | 0.2 | 0.3 | 1.1 | 0.1 |
| Denali | 0.3 | 0.5 | 0.9 | 2.2 | 0.4 |
| Lake and Peninsula..... | 0.0 | 0.0 | 0.0 | 1.1 | 0.0 |
| Yakutat | 0.0 | 0.0 | 0.3 | 0.0 | 0.0 |
| Unorganized | 4.0 | 3.9 | 11.0 | 18.3 | 4.3 |
| STATEWIDE | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 |

Table A.5.3
2000 Alaska Traffic Accidents
Percent by Accident Severity and Borough

| BOROUGH | PERCENT BY ACCIDENT SEVERITY | | | | ALL |
|--------------------------|------------------------------|-----------------|-----------------|-------|-------|
| | Property Damage Only | Minor Injury | Major Injury | Fatal | |
| Greater Anchorage Area . | 70.6 | 27.8 | 1.2 | 0.3 | 100.0 |
| Fairbanks North Star ... | 73.3 | 23.6 | 2.4 | 0.7 | 100.0 |
| Kenai Peninsula | 66.6 | 27.9 | 4.5 | 1.1 | 100.0 |
| Matanuska-Susitna | 68.8 | 26.0 | 4.5 | 0.8 | 100.0 |
| Juneau | 50.3 | 44.2 | 4.7 | 0.8 | 100.0 |
| Kodiak Island | 66.5 | 29.1 | 4.4 | 0.0 | 100.0 |
| Ketchikan Gateway | 59.7 | 36.9 | 2.8 | 0.6 | 100.0 |
| Sitka | 63.5 | 32.9 | 3.5 | 0.0 | 100.0 |
| North Slope | 60.0 | 27.8 | 8.9 | 3.3 | 100.0 |
| Haines | 68.4 | 18.4 | 10.5 | 2.6 | 100.0 |
| Bristol Bay | 10.0 | 70.0 | 10.0 | 10.0 | 100.0 |
| Denali | 54.5 | 36.4 | 5.5 | 3.6 | 100.0 |
| Lake and Peninsula..... | 0.0 | 0.0 | 0.0 | 100.0 | 100.0 |
| Yakutat | 50.0 | 0.0 | 50.0 | 0.0 | 100.0 |
| Unorganized | 65.8 | 25.1 | 6.3 | 2.8 | 100.0 |
| STATEWIDE | 69.3 | 27.6 | 2.4 | 0.7 | 100.0 |

Table A.6.1
2000 Alaska Traffic Accidents
by City and Accident Severity

| CITY | NUMBER OF ACCIDENTS | | | | TOTAL |
|------------------|----------------------------|-----------------|-----------------|-------|--------|
| | Property Damage Only | Minor Injury | Major Injury | Fatal | |
| Anchorage | 5,852 | 2,302 | 103 | 29 | 8,286 |
| Fairbanks | 640 | 206 | 16 | 2 | 864 |
| Juneau | 182 | 160 | 17 | 3 | 362 |
| Sitka | 54 | 28 | 3 | — | 85 |
| Ketchikan | 69 | 32 | 2 | — | 103 |
| Kodiak | 57 | 22 | 2 | — | 81 |
| Kenai | 122 | 45 | 9 | 1 | 177 |
| Bethel | 46 | 19 | 6 | — | 71 |
| Nome | 10 | 5 | — | — | 15 |
| Valdez | 50 | 8 | 1 | 2 | 61 |
| Wasilla | 203 | 83 | 11 | 1 | 298 |
| Homer | 48 | 14 | 3 | — | 65 |
| Barrow | 42 | 15 | 4 | 2 | 63 |
| Petersburg | 13 | 6 | 1 | 2 | 22 |
| Soldotna | 134 | 50 | 3 | 1 | 188 |
| Kotzebue | 3 | 1 | — | — | 4 |
| Palmer | 66 | 17 | — | — | 83 |
| Seward | 25 | 5 | — | — | 30 |
| Wrangell | 13 | 1 | 1 | — | 15 |
| Cordova | 10 | 5 | — | — | 15 |
| Dillingham | 13 | 5 | 3 | 1 | 22 |
| Rural | 2,137 | 872 | 159 | 49 | 3,217 |
| STATEWIDE | 9,789 | 3,901 | 344 | 93 | 14,127 |

Table A.6.2
2000 Alaska Traffic Accidents
Percent by City and Accident Severity

| LOCATION | PERCENT BY CITY | | | | ALL |
|------------------|----------------------------|-----------------|-----------------|-------|-------|
| | Property Damage Only | Minor Injury | Major Injury | Fatal | |
| Anchorage | 59.8 | 59.0 | 29.9 | 31.2 | 58.7 |
| Fairbanks | 6.5 | 5.3 | 4.7 | 2.2 | 6.1 |
| Juneau | 1.9 | 4.1 | 4.9 | 3.2 | 2.6 |
| Sitka | 0.6 | 0.7 | 0.9 | 0.0 | 0.6 |
| Ketchikan | 0.7 | 0.8 | 0.6 | 0.0 | 0.7 |
| Kodiak | 0.6 | 0.6 | 0.6 | 0.0 | 0.6 |
| Kenai | 1.2 | 1.2 | 2.6 | 1.1 | 1.3 |
| Bethel | 0.5 | 0.5 | 1.7 | 0.0 | 0.5 |
| Nome | 0.1 | 0.1 | 0.0 | 0.0 | 0.1 |
| Valdez | 0.5 | 0.2 | 0.3 | 2.2 | 0.4 |
| Wasilla | 2.1 | 2.1 | 3.2 | 1.1 | 2.1 |
| Homer | 0.5 | 0.4 | 0.9 | 0.0 | 0.5 |
| Barrow | 0.4 | 0.4 | 1.2 | 2.2 | 0.4 |
| Petersburg | 0.1 | 0.2 | 0.3 | 2.2 | 0.2 |
| Soldotna | 1.4 | 1.3 | 0.9 | 1.1 | 1.3 |
| Kotzebue | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Palmer | 0.7 | 0.4 | 0.0 | 0.0 | 0.6 |
| Seward | 0.3 | 0.1 | 0.0 | 0.0 | 0.2 |
| Wrangell | 0.1 | 0.0 | 0.3 | 0.0 | 0.1 |
| Cordova | 0.1 | 0.1 | 0.0 | 0.0 | 0.1 |
| Dillingham | 0.1 | 0.1 | 0.9 | 1.1 | 0.2 |
| Rural | 21.8 | 22.4 | 46.2 | 52.7 | 22.8 |
| STATEWIDE | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 |

Table A.6.3
2000 Alaska Traffic Accidents
Percent by Accident Severity and City

| CITY | PERCENT BY ACCIDENT SEVERITY | | | | ALL |
|------------------|------------------------------|-----------------|-----------------|-------|-------|
| | Property Damage Only | Minor Injury | Major Injury | Fatal | |
| Anchorage | 70.6 | 27.8 | 1.2 | 0.3 | 100.0 |
| Fairbanks | 74.1 | 23.8 | 1.9 | 0.2 | 100.0 |
| Juneau | 50.3 | 44.2 | 4.7 | 0.8 | 100.0 |
| Sitka | 63.5 | 32.9 | 3.5 | 0.0 | 100.0 |
| Ketchikan | 67.0 | 31.1 | 1.9 | 0.0 | 100.0 |
| Kodiak | 70.4 | 27.2 | 2.5 | 0.0 | 100.0 |
| Kenai | 68.9 | 25.4 | 5.1 | 0.6 | 100.0 |
| Bethel | 64.8 | 26.8 | 8.5 | 0.0 | 100.0 |
| Nome | 66.7 | 33.3 | 0.0 | 0.0 | 100.0 |
| Valdez | 82.0 | 13.1 | 1.6 | 3.3 | 100.0 |
| Wasilla | 68.1 | 27.9 | 3.7 | 0.3 | 100.0 |
| Homer | 73.8 | 21.5 | 4.6 | 0.0 | 100.0 |
| Barrow | 66.7 | 23.8 | 6.3 | 3.2 | 100.0 |
| Petersburg | 59.1 | 27.3 | 4.5 | 9.1 | 100.0 |
| Soldotna | 71.3 | 26.6 | 1.6 | 0.5 | 100.0 |
| Kotzebue | 75.0 | 25.0 | 0.0 | 0.0 | 100.0 |
| Palmer | 79.5 | 20.5 | 0.0 | 0.0 | 100.0 |
| Seward | 83.3 | 16.7 | 0.0 | 0.0 | 100.0 |
| Wrangell | 86.7 | 6.7 | 6.7 | 0.0 | 100.0 |
| Cordova | 66.7 | 33.3 | 0.0 | 0.0 | 100.0 |
| Dillingham | 59.1 | 22.7 | 13.6 | 4.5 | 100.0 |
| Rural | 66.4 | 27.1 | 4.9 | 1.5 | 100.0 |
| STATEWIDE | 69.3 | 27.6 | 2.4 | 0.7 | 100.0 |

Table A.7.1
Persons Involved in 2000 Alaska Traffic Accidents
by Age and Injury Severity

| AGE | NUMBER OF PERSONS | | | | TOTAL |
|----------------|-------------------|-----------------|-----------------|-------|--------|
| | No Injuries | Minor Injury | Major Injury | Fatal | |
| Unknown | 6,546 | 183 | 5 | — | 6,734 |
| Under 4 | 789 | 57 | 7 | 3 | 856 |
| 4 — 10 | 1,299 | 232 | 15 | 2 | 1,548 |
| 11 — 15 | 1,161 | 269 | 22 | 3 | 1,455 |
| 16 — 20 | 4,983 | 1,021 | 73 | 26 | 6,103 |
| 21 — 25 | 3,097 | 691 | 48 | 7 | 3,843 |
| 26 — 30 | 2,445 | 551 | 36 | 10 | 3,042 |
| 31 — 35 | 2,161 | 444 | 38 | 5 | 2,648 |
| 36 — 40 | 2,532 | 543 | 44 | 6 | 3,125 |
| 41 — 45 | 2,455 | 453 | 36 | 7 | 2,951 |
| 46 — 50 | 1,948 | 439 | 33 | 15 | 2,435 |
| 51 — 55 | 1,496 | 301 | 7 | 5 | 1,809 |
| 56 — 60 | 952 | 181 | 15 | 3 | 1,151 |
| 61 — 64 | 462 | 97 | 15 | — | 574 |
| 65 — 70 | 457 | 104 | 8 | 3 | 572 |
| 71 — 74 | 254 | 45 | 3 | 2 | 304 |
| 75 — 80 | 256 | 53 | 10 | 4 | 323 |
| 81 — 85 | 98 | 23 | — | 4 | 125 |
| Over 85 | 52 | 17 | 1 | 1 | 71 |
| ALL AGES | 33,443 | 5,704 | 416 | 106 | 39,669 |

Table A.7.2
Persons Involved in 2000 Alaska Traffic Accidents
by Month and Injury Severity

| MONTH | NUMBER OF PERSONS | | | | TOTAL |
|-----------------|-------------------|-----------------|-----------------|-------|--------|
| | No Injuries | Minor Injury | Major Injury | Fatal | |
| January | 4,982 | 692 | 24 | 12 | 5,710 |
| February | 3,262 | 437 | 34 | 7 | 3,740 |
| March | 3,047 | 425 | 41 | 3 | 3,516 |
| April | 1,663 | 282 | 23 | 6 | 1,974 |
| May | 1,835 | 435 | 33 | 7 | 2,310 |
| June | 2,240 | 491 | 35 | 13 | 2,779 |
| July | 2,566 | 545 | 55 | 14 | 3,180 |
| August | 2,496 | 520 | 42 | 10 | 3,068 |
| September | 2,431 | 498 | 30 | 8 | 2,967 |
| October | 2,815 | 395 | 31 | 8 | 3,249 |
| November | 2,856 | 486 | 29 | 5 | 3,376 |
| December | 3,250 | 498 | 39 | 13 | 3,800 |
| ALL YEAR | 33,443 | 5,704 | 416 | 106 | 39,669 |

Table A.7.3
Persons Involved in 2000 Alaska Traffic Accidents
by Borough and Injury Severity

| BOROUGH | NUMBER OF PERSONS | | | | TOTAL |
|--------------------------|-------------------|--------------|--------------|-------|--------|
| | No Injuries | Minor Injury | Major Injury | Fatal | |
| Greater Anchorage Area . | 20,782 | 3,285 | 123 | 31 | 24,221 |
| Fairbanks North Star ... | 4,106 | 590 | 47 | 17 | 4,760 |
| Kenai | 2,383 | 515 | 66 | 18 | 2,982 |
| Matanuska-Susitna | 3,027 | 531 | 73 | 10 | 3,641 |
| Greater Juneau Area | 767 | 268 | 23 | 3 | 1,061 |
| Kodiak | 306 | 65 | 9 | — | 380 |
| Ketchikan Gateway..... | 401 | 106 | 5 | 1 | 513 |
| Sitka | 174 | 38 | 4 | — | 216 |
| North Slope | 187 | 33 | 9 | 3 | 232 |
| Haines | 56 | 12 | 4 | 1 | 73 |
| Bristol Bay..... | 6 | 9 | 1 | 1 | 17 |
| Denali..... | 80 | 25 | 3 | 2 | 110 |
| Lake and Peninsula..... | — | — | — | 1 | 1 |
| Yakutat | 1 | — | 1 | — | 2 |
| Unorganized | 1,167 | 227 | 48 | 18 | 1,460 |
| STATEWIDE..... | 33,443 | 5,704 | 416 | 106 | 39,669 |

Table A.7.4
Persons Involved in 2000 Alaska Traffic Accidents
by City and Injury Severity

| CITY | NUMBER OF PERSONS | | | | TOTAL |
|--------------------|-------------------|--------------|--------------|-------|--------|
| | No Injuries | Minor Injury | Major Injury | Fatal | |
| Anchorage | 20,782 | 3,285 | 123 | 31 | 24,221 |
| Fairbanks | 2,203 | 296 | 17 | 2 | 2,518 |
| Juneau | 767 | 268 | 23 | 3 | 1,061 |
| Sitka | 174 | 38 | 4 | — | 216 |
| Ketchikan | 273 | 50 | 2 | — | 325 |
| Kodiak | 177 | 29 | 2 | — | 208 |
| Kenai | 376 | 70 | 9 | 2 | 457 |
| Bethel | 159 | 23 | 7 | — | 189 |
| Nome | 26 | 12 | — | — | 38 |
| Valdez | 124 | 13 | 2 | 3 | 142 |
| Wasilla | 678 | 132 | 16 | 1 | 827 |
| Homer | 148 | 17 | 3 | — | 168 |
| Barrow | 127 | 21 | 5 | 2 | 155 |
| Petersburg | 34 | 12 | 2 | 2 | 50 |
| Soldotna | 454 | 78 | 3 | 1 | 536 |
| Kotzebue | 8 | 1 | — | — | 9 |
| Palmer | 242 | 23 | — | — | 265 |
| Seward | 71 | 6 | — | — | 77 |
| Wrangell | 43 | 2 | 2 | — | 47 |
| Cordova | 38 | 6 | — | — | 44 |
| Dillingham | 53 | 11 | 3 | 1 | 68 |
| Rural | 5,931 | 1,197 | 167 | 50 | 7,345 |
| Smaller Towns..... | 555 | 114 | 26 | 8 | 703 |
| STATEWIDE..... | 33,443 | 5,704 | 416 | 106 | 39,669 |

Table A.8.1
Number of Alaska Traffic Accidents
by Borough and month

| BOROUGH | MONTH | | | | | | | | | | | | ALL YEAR |
|----------------------|-------|-------|-------|-------|-----|------|-------|-------|-------|-------|-------|-------|-------------|
| | Jan | Feb | March | April | May | June | July | Aug | Sept | Oct | Nov | Dec | |
| Greater Anchorage | 1,159 | 761 | 764 | 457 | 508 | 550 | 584 | 630 | 588 | 681 | 733 | 871 | 8,286 |
| Fairbanks North Star | 260 | 174 | 126 | 58 | 75 | 88 | 123 | 117 | 148 | 224 | 165 | 172 | 1,730 |
| Kenai Peninsula | 157 | 145 | 97 | 49 | 70 | 89 | 108 | 87 | 77 | 105 | 114 | 112 | 1,210 |
| Matanuska-Susitna | 205 | 129 | 123 | 55 | 63 | 89 | 87 | 103 | 106 | 120 | 124 | 118 | 1,322 |
| Juneau | 48 | 20 | 21 | 23 | 23 | 31 | 31 | 34 | 30 | 33 | 34 | 34 | 362 |
| Kodiak Island | 22 | 15 | 15 | 18 | 19 | 10 | 13 | 11 | 11 | 6 | 6 | 12 | 158 |
| Ketchikan Gateway | 15 | 14 | 12 | 8 | 13 | 13 | 19 | 14 | 19 | 16 | 14 | 19 | 176 |
| Sitka | 6 | 11 | 8 | 2 | 10 | 9 | 8 | 4 | 4 | 4 | 5 | 6 | 85 |
| North Slope | 8 | 17 | 7 | 7 | 3 | 6 | 13 | 6 | 7 | 5 | 4 | 6 | 90 |
| Haines | — | 1 | 2 | 2 | 4 | 3 | 2 | 3 | 3 | 10 | 4 | 4 | 38 |
| Bristol Bay | 1 | — | — | 1 | — | 1 | 1 | 1 | 1 | — | 4 | — | 10 |
| Denali | 5 | 7 | 1 | 2 | 2 | — | 7 | 6 | 8 | 6 | 5 | 6 | 55 |
| Lake and Peninsula | — | — | — | — | — | — | — | 1 | — | — | — | — | 1 |
| Yakutat | — | — | — | — | 1 | — | — | — | — | — | 1 | — | 2 |
| Unorganized | 75 | 60 | 36 | 36 | 38 | 62 | 62 | 62 | 41 | 38 | 33 | 59 | 602 |
| STATEWIDE | 1,961 | 1,354 | 1,212 | 718 | 829 | 951 | 1,058 | 1,079 | 1,043 | 1,248 | 1,248 | 1,426 | 14,127 |

Table A.9.1
Number of 2000 Alaska Traffic Accidents
by Accident Severity and Property Damage

| ACCIDENT SEVERITY | TOTAL PROPERTY DAMAGE | | | TOTAL |
|----------------------|----------------------------|----------------------------|----------------------------|--------|
| | \$000000 to \$000499 | \$000500 to \$001999 | \$002000 to \$999999 | |
| Property Damage Only | 1,625 | 2,705 | 5,459 | 9,789 |
| Minor Injury | 511 | 514 | 2,876 | 3,901 |
| Major Injury | 52 | 35 | 257 | 344 |
| Fatal | 12 | 10 | 71 | 93 |
| ALL | 2,200 | 3,264 | 8,663 | 14,127 |

Table A.9.2
Number of 2000 Alaska Traffic Accidents
Percent by Property Damage and Accident Severity

| ACCIDENT SEVERITY | PERCENT BY ACCIDENT SEVERITY | | | ALL |
|----------------------|------------------------------|----------------------------|----------------------------|-------|
| | \$000000 to \$000499 | \$000500 to \$001999 | \$002000 to \$999999 | |
| Property Damage Only | 73.9 | 82.9 | 63.0 | 69.3 |
| Minor Injury | 23.2 | 15.7 | 33.2 | 27.6 |
| Major Injury | 2.4 | 1.1 | 3.0 | 2.4 |
| Fatal | 0.5 | 0.3 | 0.8 | 0.7 |
| ALL | 100.0 | 100.0 | 100.0 | 100.0 |

Table A.9.3
Number of 2000 Alaska Traffic Accidents
Percent by Accident Severity and Property Damage

| ACCIDENT SEVERITY | PERCENT BY PROPERTY DAMAGE | | | ALL |
|----------------------|----------------------------|----------------------------|----------------------------|-------|
| | \$000000 to \$000499 | \$000500 to \$001999 | \$002000 to \$999999 | |
| Property Damage Only | 16.6 | 27.6 | 55.8 | 100.0 |
| Minor Injury | 13.1 | 13.2 | 73.7 | 100.0 |
| Major Injury | 15.1 | 10.2 | 74.7 | 100.0 |
| Fatal | 12.9 | 10.8 | 76.3 | 100.0 |
| ALL | 15.6 | 23.1 | 61.3 | 100.0 |

Table A.10.1
2000 Alaska Traffic Accidents
by Census Area and Accident Severity

| CENSUS AREA | NUMBER OF ACCIDENTS | | | | TOTAL |
|------------------------------|----------------------------|-----------------|-----------------|-------|--------|
| | Property Damage Only | Minor Injury | Major Injury | Fatal | |
| North Slope | 54 | 25 | 8 | 3 | 90 |
| NW Arctic Census..... | 4 | 1 | — | — | 5 |
| Nome Census..... | 13 | 8 | 2 | 1 | 24 |
| Yukon-Koyukuk, Denali..... | 56 | 31 | 9 | 6 | 102 |
| Fairbanks NorthStar..... | 1,269 | 409 | 41 | 12 | 1,731 |
| SE Fairbanks | 46 | 31 | 9 | — | 86 |
| Matsu..... | 912 | 344 | 59 | 10 | 1,325 |
| Valdez-Cordova..... | 108 | 41 | 6 | 7 | 162 |
| MOA..... | 5,849 | 2,302 | 103 | 29 | 8,283 |
| Bethel | 47 | 19 | 6 | — | 72 |
| Wade Hampton | — | — | — | 1 | 1 |
| BBay, Dillingham, Lake&Penin | 15 | 14 | 4 | 3 | 36 |
| Kenai | 806 | 338 | 54 | 13 | 1,211 |
| Kodiak..... | 105 | 46 | 7 | — | 158 |
| Aleutians West | 9 | 6 | 1 | 1 | 17 |
| Yakutat-Hoonah-Angoon..... | 6 | 1 | 1 | — | 8 |
| Skagway..... | 5 | 2 | 1 | — | 8 |
| Haines-Klukwan..... | 23 | 7 | 4 | 1 | 35 |
| Juneau..... | 182 | 160 | 17 | 3 | 362 |
| Sitka..... | 54 | 28 | 3 | — | 85 |
| Petersburg-Wrangell..... | 27 | 7 | 2 | 2 | 38 |
| Prince of Wales | 18 | 9 | 2 | — | 29 |
| Ketchikan Gateway | 105 | 65 | 5 | 1 | 176 |
| All Other..... | 76 | 7 | — | — | 83 |
| STATEWIDE | 9,789 | 3,901 | 344 | 93 | 14,127 |

Table A.10.2
2000 Alaska Traffic Accidents
Percent by Census Area and Accident Severity

| CENSUS AREA | PERCENT BY CENSUS AREA | | | | ALL |
|------------------------------|----------------------------|-----------------|-----------------|-------|-------|
| | Property Damage Only | Minor Injury | Major Injury | Fatal | |
| North Slope | 0.6 | 0.6 | 2.3 | 3.2 | 0.6 |
| NW Arctic Census..... | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Nome Census..... | 0.1 | 0.2 | 0.6 | 1.1 | 0.2 |
| Yukon-Koyukuk, Denali..... | 0.6 | 0.8 | 2.6 | 6.5 | 0.7 |
| Fairbanks NorthStar..... | 13.0 | 10.5 | 11.9 | 12.9 | 12.3 |
| SE Fairbanks | 0.5 | 0.8 | 2.6 | 0.0 | 0.6 |
| Matsu..... | 9.3 | 8.8 | 17.2 | 10.8 | 9.4 |
| Valdez-Cordova..... | 1.1 | 1.1 | 1.7 | 7.5 | 1.1 |
| MOA..... | 59.8 | 59.0 | 29.9 | 31.2 | 58.6 |
| Bethel | 0.5 | 0.5 | 1.7 | 0.0 | 0.5 |
| Wade Hampton | 0.0 | 0.0 | 0.0 | 1.1 | 0.0 |
| BBay, Dillingham, Lake&Penin | 0.2 | 0.4 | 1.2 | 3.2 | 0.3 |
| Kenai | 8.2 | 8.7 | 15.7 | 14.0 | 8.6 |
| Kodiak..... | 1.1 | 1.2 | 2.0 | 0.0 | 1.1 |
| Aleutians West | 0.1 | 0.2 | 0.3 | 1.1 | 0.1 |
| Yakutat-Hoonah-Angoon..... | 0.1 | 0.0 | 0.3 | 0.0 | 0.1 |
| Skagway..... | 0.1 | 0.1 | 0.3 | 0.0 | 0.1 |
| Haines-Klukwan..... | 0.2 | 0.2 | 1.2 | 1.1 | 0.2 |
| Juneau..... | 1.9 | 4.1 | 4.9 | 3.2 | 2.6 |
| Sitka..... | 0.6 | 0.7 | 0.9 | 0.0 | 0.6 |
| Petersburg-Wrangell..... | 0.3 | 0.2 | 0.6 | 2.2 | 0.3 |
| Prince of Wales | 0.2 | 0.2 | 0.6 | 0.0 | 0.2 |
| Ketchikan Gateway | 1.1 | 1.7 | 1.5 | 1.1 | 1.2 |
| All Other..... | 0.8 | 0.2 | 0.0 | 0.0 | 0.6 |
| STATEWIDE | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 |

Table A.10.3
2000 Alaska Traffic Accidents
Percent by Accident Severity and Census Area

| CENSUS AREA | PERCENT BY ACCIDENT SEVERITY | | | | ALL |
|-----------------------------|------------------------------|-----------------|-----------------|-------|-------|
| | Property Damage Only | Minor Injury | Major Injury | Fatal | |
| North Slope | 60.0 | 27.8 | 8.9 | 3.3 | 100.0 |
| NW Arctic Census..... | 80.0 | 20.0 | 0.0 | 0.0 | 100.0 |
| Nome Census..... | 54.2 | 33.3 | 8.3 | 4.2 | 100.0 |
| Yukon-Koyukuk, Denali..... | 54.9 | 30.4 | 8.8 | 5.9 | 100.0 |
| Fairbanks NorthStar..... | 73.3 | 23.6 | 2.4 | 0.7 | 100.0 |
| SE Fairbanks | 53.5 | 36.0 | 10.5 | 0.0 | 100.0 |
| Matsu..... | 68.8 | 26.0 | 4.5 | 0.8 | 100.0 |
| Valdez-Cordova..... | 66.7 | 25.3 | 3.7 | 4.3 | 100.0 |
| MOA..... | 70.6 | 27.8 | 1.2 | 0.4 | 100.0 |
| Bethel | 65.3 | 26.4 | 8.3 | 0.0 | 100.0 |
| Wade Hampton | 0.0 | 0.0 | 0.0 | 100.0 | 100.0 |
| BBay, Dillingham, L+P | 41.7 | 38.9 | 11.1 | 8.3 | 100.0 |
| Kenai | 66.6 | 27.9 | 4.5 | 1.1 | 100.0 |
| Kodiak..... | 66.5 | 29.1 | 4.4 | 0.0 | 100.0 |
| Aleutians West | 52.9 | 35.3 | 5.9 | 5.9 | 100.0 |
| Yakutat-Hoonah-Angoon..... | 75.0 | 12.5 | 12.5 | 0.0 | 100.0 |
| Skagway..... | 62.5 | 25.0 | 12.5 | 0.0 | 100.0 |
| Haines-Klukwan..... | 65.7 | 20.0 | 11.4 | 2.9 | 100.0 |
| Juneau..... | 50.3 | 44.2 | 4.7 | 0.8 | 100.0 |
| Sitka..... | 63.5 | 32.9 | 3.5 | 0.0 | 100.0 |
| Petersburg-Wrangell..... | 71.1 | 18.4 | 5.3 | 5.3 | 100.0 |
| Prince of Wales | 62.1 | 31.0 | 6.9 | 0.0 | 100.0 |
| Ketchikan Gateway | 59.7 | 36.9 | 2.8 | 0.6 | 100.0 |
| All Other..... | 91.6 | 8.4 | 0.0 | 0.0 | 100.0 |
| STATEWIDE..... | 69.3 | 27.6 | 2.4 | 0.7 | 100.0 |

Table A.11.1
2000 Alaska Traffic Accidents
by Land Use and Accident Severity

| Land Use | NUMBER OF ACCIDENTS | | | | TOTAL |
|--------------------------|----------------------------|-----------------|-----------------|-------|--------|
| | Property Damage Only | Minor Injury | Major Injury | Fatal | |
| school or playground | 219 | 89 | 4 | — | 312 |
| family residential | 1,546 | 663 | 81 | 23 | 2,313 |
| apartment residential | 713 | 288 | 20 | 5 | 1,026 |
| business/shopping | 3,809 | 1,657 | 85 | 16 | 5,567 |
| industrial/manufacturing | 277 | 119 | 14 | 3 | 413 |
| agricultural/undeveloped | 1,136 | 677 | 108 | 34 | 1,955 |
| recreational/park | 124 | 94 | 14 | 7 | 239 |
| Unknown | 1,965 | 314 | 18 | 5 | 2,302 |
| total..... | 9,789 | 3,901 | 344 | 93 | 14,127 |

Table A.11.2
2000 Alaska Traffic Accidents
Percent by Land Usage and Accident Severity

| LAND USE | PERCENT BY LAND USAGE | | | | ALL |
|--------------------------|----------------------------|-----------------|-----------------|-------|-------|
| | Property Damage Only | Minor Injury | Major Injury | Fatal | |
| school or playground | 2.2 | 2.3 | 1.2 | 0.0 | 2.2 |
| family residential | 15.8 | 17.0 | 23.5 | 24.7 | 16.4 |
| apartment residential | 7.3 | 7.4 | 5.8 | 5.4 | 7.3 |
| business/shopping | 38.9 | 42.5 | 24.7 | 17.2 | 39.4 |
| industrial/manufacturing | 2.8 | 3.1 | 4.1 | 3.2 | 2.9 |
| agricultural/undeveloped | 11.6 | 17.4 | 31.4 | 36.6 | 13.8 |
| recreational/park | 1.3 | 2.4 | 4.1 | 7.5 | 1.7 |
| Unknown | 20.1 | 8.0 | 5.2 | 5.4 | 16.3 |
| all uses. | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 |

Table A.11.3
2000 Alaska Traffic Accidents
Percent by Accident Severity and Land Usage

| LAND USE | PERCENT BY ACCIDENT SEVERITY | | | | ALL |
|--------------------------|------------------------------|-----------------|-----------------|-------|-------|
| | Property Damage Only | Minor Injury | Major Injury | Fatal | |
| school or playground | 70.2 | 28.5 | 1.3 | 0.0 | 100.0 |
| family residential | 66.8 | 28.7 | 3.5 | 1.0 | 100.0 |
| apartment residential | 69.5 | 28.1 | 1.9 | 0.5 | 100.0 |
| business/shopping | 68.4 | 29.8 | 1.5 | 0.3 | 100.0 |
| industrial/manufacturing | 67.1 | 28.8 | 3.4 | 0.7 | 100.0 |
| agricultural/undeveloped | 58.1 | 34.6 | 5.5 | 1.7 | 100.0 |
| recreational/park | 51.9 | 39.3 | 5.9 | 2.9 | 100.0 |
| Unknown | 85.4 | 13.6 | 0.8 | 0.2 | 100.0 |
| all uses..... | 69.3 | 27.6 | 2.4 | 0.7 | 100.0 |

Table A.12.1
2000 Alaska Traffic Accidents
by Urban/Rural and Accident Severity

| Urban/Rural | NUMBER OF ACCIDENTS | | | | TOTAL |
|---------------------|----------------------------|-----------------|-----------------|-------|--------|
| | Property Damage Only | Minor Injury | Major Injury | Fatal | |
| Rural..... | 2,680 | 1,082 | 193 | 60 | 4,015 |
| Small Urban | 1,307 | 549 | 52 | 6 | 1,914 |
| Urbanized Area..... | 5,802 | 2,270 | 99 | 27 | 8,198 |
| STATEWIDE | 9,789 | 3,901 | 344 | 93 | 14,127 |

Table A.13.1
2000 Alaska Traffic Accidents
by Report Source and Accident Severity

| Report Source | NUMBER OF ACCIDENTS | | | | TOTAL |
|------------------------|----------------------------|-----------------|-----------------|-------|--------|
| | Property Damage Only | Minor Injury | Major Injury | Fatal | |
| Participant Report.... | 1,848 | 257 | 13 | — | 2,118 |
| Police Report..... | 7,941 | 3,644 | 331 | 93 | 12,009 |
| All Sources..... | 9,789 | 3,901 | 344 | 93 | 14,127 |

B. ENVIRONMENT

Table B.1.1
2000 Alaska Traffic Accidents
by Ambient Light Level and Accident Severity

| AMBIENT LIGHT | NUMBER OF ACCIDENTS | | | | TOTAL |
|-------------------|----------------------------|-----------------|-----------------|-------|--------|
| | Property Damage Only | Minor Injury | Major Injury | Fatal | |
| Daylight | 4,772 | 2,329 | 182 | 42 | 7,325 |
| Twilight | 414 | 178 | 19 | 3 | 614 |
| Streetlight | 1,849 | 742 | 54 | 21 | 2,666 |
| Dark | 786 | 372 | 75 | 26 | 1,259 |
| Unknown | 1,968 | 280 | 14 | 1 | 2,263 |
| ALL LEVELS | 9,789 | 3,901 | 344 | 93 | 14,127 |

Table B.1.2
2000 Alaska Traffic Accidents
Percent by Ambient Light Level and Accident Severity

| AMBIENT LIGHT | PERCENT BY AMBIENT LIGHT LEVEL | | | | ALL |
|-------------------|--------------------------------|-----------------|-----------------|-------|-------|
| | Property Damage Only | Minor Injury | Major Injury | Fatal | |
| Daylight | 48.7 | 59.7 | 52.9 | 45.2 | 51.9 |
| Twilight | 4.2 | 4.6 | 5.5 | 3.2 | 4.3 |
| Streetlight | 18.9 | 19.0 | 15.7 | 22.6 | 18.9 |
| Dark | 8.0 | 9.5 | 21.8 | 28.0 | 8.9 |
| Unknown | 20.1 | 7.2 | 4.1 | 1.1 | 16.0 |
| ALL LEVELS | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 |

Table B.1.3
2000 Alaska Traffic Accidents
Percent by Accident Severity and Ambient Light Level

| AMBIENT LIGHT | PERCENT BY ACCIDENT SEVERITY | | | | ALL |
|-------------------|------------------------------|-----------------|-----------------|-------|-------|
| | Property Damage Only | Minor Injury | Major Injury | Fatal | |
| Daylight | 65.1 | 31.8 | 2.5 | 0.6 | 100.0 |
| Twilight | 67.4 | 29.0 | 3.1 | 0.5 | 100.0 |
| Streetlight | 69.4 | 27.8 | 2.0 | 0.8 | 100.0 |
| Dark | 62.4 | 29.5 | 6.0 | 2.1 | 100.0 |
| Unknown | 87.0 | 12.4 | 0.6 | 0.0 | 100.0 |
| ALL LEVELS | 69.3 | 27.6 | 2.4 | 0.7 | 100.0 |

Table B.2.1
2000 Alaska Traffic Accidents
by Roadway Surface Condition and Accident Severity

| ROAD SURFACE CONDITION | NUMBER OF ACCIDENTS | | | | TOTAL |
|------------------------|----------------------------|-----------------|-----------------|-------|--------|
| | Property Damage Only | Minor Injury | Major Injury | Fatal | |
| Dry | 3,535 | 1,828 | 186 | 53 | 5,602 |
| Wet | 983 | 516 | 40 | 7 | 1,546 |
| Muddy | 21 | 7 | — | — | 28 |
| Snow and ice | 4,407 | 1,394 | 102 | 30 | 5,933 |
| Slush | 75 | 18 | 2 | — | 95 |
| Unknown | 768 | 138 | 14 | 3 | 923 |
| ALL CONDITIONS | 9,789 | 3,901 | 344 | 93 | 14,127 |

Table B.2.2
2000 Alaska Traffic Accidents
Percent by Roadway Surface Condition and Accident Severity

| ROAD SURFACE CONDITION | PERCENT BY SURFACE CONDITION | | | | ALL |
|------------------------|------------------------------|-----------------|-----------------|-------|-------|
| | Property Damage Only | Minor Injury | Major Injury | Fatal | |
| Dry | 36.1 | 46.9 | 54.1 | 57.0 | 39.7 |
| Wet | 10.0 | 13.2 | 11.6 | 7.5 | 10.9 |
| Muddy | 0.2 | 0.2 | 0.0 | 0.0 | 0.2 |
| Snow and ice | 45.0 | 35.7 | 29.7 | 32.3 | 42.0 |
| Slush | 0.8 | 0.5 | 0.6 | 0.0 | 0.7 |
| Unknown | 7.8 | 3.5 | 4.1 | 3.2 | 6.5 |
| ALL CONDITIONS | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 |

Table B.2.3
2000 Alaska Traffic Accidents
Percent by Accident Severity and Roadway Surface Condition

| ROAD SURFACE CONDITION | PERCENT BY ACCIDENT SEVERITY | | | | ALL |
|------------------------|------------------------------|-----------------|-----------------|-------|-------|
| | Property Damage Only | Minor Injury | Major Injury | Fatal | |
| Dry | 63.1 | 32.6 | 3.3 | 0.9 | 100.0 |
| Wet | 63.6 | 33.4 | 2.6 | 0.5 | 100.0 |
| Muddy | 75.0 | 25.0 | 0.0 | 0.0 | 100.0 |
| Snow and ice | 74.3 | 23.5 | 1.7 | 0.5 | 100.0 |
| Slush | 78.9 | 18.9 | 2.1 | 0.0 | 100.0 |
| Unknown | 83.2 | 15.0 | 1.5 | 0.3 | 100.0 |
| ALL CONDITIONS | 69.3 | 27.6 | 2.4 | 0.7 | 100.0 |

Table B.3.1
2000 Alaska Traffic Accidents
by Weather and Accident Severity

| WEATHER | NUMBER OF ACCIDENTS | | | | TOTAL |
|----------------------|----------------------------|-----------------|-----------------|-------|--------|
| | Property Damage Only | Minor Injury | Major Injury | Fatal | |
| Clear | 3,374 | 1,424 | 148 | 46 | 4,992 |
| Cloudy | 4,078 | 1,744 | 144 | 35 | 6,001 |
| Rain | 613 | 309 | 26 | 5 | 953 |
| Snow | 713 | 227 | 12 | 2 | 954 |
| Sleet | 107 | 37 | 2 | — | 146 |
| Fog or smoke | 73 | 30 | 4 | 3 | 110 |
| Unknown | 831 | 130 | 8 | 2 | 971 |
| ALL CONDITIONS | 9,789 | 3,901 | 344 | 93 | 14,127 |

Table B.3.2
2000 Alaska Traffic Accidents
Percent by Weather and Accident Severity

| WEATHER | PERCENT BY WEATHER TYPE | | | | ALL |
|----------------------|----------------------------|-----------------|-----------------|-------|-------|
| | Property Damage Only | Minor Injury | Major Injury | Fatal | |
| Clear | 34.5 | 36.5 | 43.0 | 49.5 | 35.3 |
| Cloudy | 41.7 | 44.7 | 41.9 | 37.6 | 42.5 |
| Rain | 6.3 | 7.9 | 7.6 | 5.4 | 6.7 |
| Snow | 7.3 | 5.8 | 3.5 | 2.2 | 6.8 |
| Sleet | 1.1 | 0.9 | 0.6 | 0.0 | 1.0 |
| Fog or smoke | 0.7 | 0.8 | 1.2 | 3.2 | 0.8 |
| Unknown | 8.5 | 3.3 | 2.3 | 2.2 | 6.9 |
| ALL CONDITIONS | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 |

Table B.3.3
2000 Alaska Traffic Accidents
Percent by Accident Severity and Weather

| WEATHER | PERCENT BY ACCIDENT SEVERITY | | | | ALL |
|----------------------|------------------------------|-----------------|-----------------|-------|-------|
| | Property Damage Only | Minor Injury | Major Injury | Fatal | |
| Clear | 67.6 | 28.5 | 3.0 | 0.9 | 100.0 |
| Cloudy | 68.0 | 29.1 | 2.4 | 0.6 | 100.0 |
| Rain | 64.3 | 32.4 | 2.7 | 0.5 | 100.0 |
| Snow | 74.7 | 23.8 | 1.3 | 0.2 | 100.0 |
| Sleet | 73.3 | 25.3 | 1.4 | 0.0 | 100.0 |
| Fog or smoke | 66.4 | 27.3 | 3.6 | 2.7 | 100.0 |
| Unknown | 85.6 | 13.4 | 0.8 | 0.2 | 100.0 |
| ALL CONDITIONS | 69.3 | 27.6 | 2.4 | 0.7 | 100.0 |

C. CIRCUMSTANCES

Table C.1.1
2000 Alaska Traffic Accidents
by Type of Accident and Accident Severity

| COLLISION WITH | NUMBER OF ACCIDENTS | | | | TOTAL |
|----------------------------|----------------------------|-----------------|-----------------|-------|--------|
| | Property Damage Only | Minor Injury | Major Injury | Fatal | |
| Pedestrian | 19 | 105 | 25 | 11 | 160 |
| Pedacycle | 40 | 127 | 15 | 2 | 184 |
| Train | 3 | 1 | 1 | — | 5 |
| Animal | 58 | 12 | 2 | — | 72 |
| Moose | 532 | 115 | 12 | 1 | 660 |
| MV Head On | 106 | 80 | 20 | 8 | 214 |
| MV Rear End | 2,594 | 1,167 | 28 | 1 | 3,790 |
| MV Angle | 4,119 | 1,362 | 98 | 18 | 5,597 |
| Parked Vehicle | 364 | 27 | 2 | 3 | 396 |
| Bridge/Overpass | 10 | 4 | 1 | — | 15 |
| Building | 29 | 2 | 1 | — | 32 |
| Culvert | 6 | 8 | 3 | — | 17 |
| Curb/Wall | 73 | 31 | 5 | — | 109 |
| Ditch | 366 | 271 | 39 | 9 | 685 |
| Divider | 30 | 14 | 1 | — | 45 |
| Parking Meter | 2 | — | — | — | 2 |
| Traffic Light | 11 | 4 | — | — | 15 |
| Light Support | 94 | 30 | 2 | 4 | 130 |
| Sign Post | 166 | 17 | 2 | — | 185 |
| Utility Post | 46 | 22 | 1 | 2 | 71 |
| Other Support | 33 | 5 | — | 2 | 40 |
| Embankment | 157 | 86 | 15 | 4 | 262 |
| Fence | 103 | 18 | 2 | — | 123 |
| Guardrail | 173 | 65 | 4 | 5 | 247 |
| Machinery | 3 | — | — | — | 3 |
| Tree/Shrub | 105 | 43 | 8 | 3 | 159 |
| Other Fixed Object | 168 | 32 | 8 | 1 | 209 |
| Non Collision — Overturn.. | 292 | 227 | 44 | 18 | 581 |
| Non Collision — Immersion. | 1 | — | — | — | 1 |
| Non Collision — Other..... | 85 | 26 | 5 | 1 | 117 |
| Other Type of Accident ... | 1 | — | — | — | 1 |
| TOTAL | 9,789 | 3,901 | 344 | 93 | 14,127 |

Table C.1.2
2000 Alaska Traffic Accidents
Percent by Type of Accident and Accident Severity

| COLLISION WITH | PERCENT BY TYPE OF ACCIDENT | | | | ALL |
|----------------------------|-----------------------------|-----------------|-----------------|-------|-------|
| | Property Damage Only | Minor Injury | Major Injury | Fatal | |
| Pedestrian | 0.2 | 2.7 | 7.3 | 11.8 | 1.1 |
| Pedacycle | 0.4 | 3.3 | 4.4 | 2.2 | 1.3 |
| Train | 0.0 | 0.0 | 0.3 | 0.0 | 0.0 |
| Animal | 0.6 | 0.3 | 0.6 | 0.0 | 0.5 |
| Moose | 5.4 | 2.9 | 3.5 | 1.1 | 4.7 |
| MV Head On | 1.1 | 2.1 | 5.8 | 8.6 | 1.5 |
| MV Rear End | 26.5 | 29.9 | 8.1 | 1.1 | 26.8 |
| MV Angle | 42.1 | 34.9 | 28.5 | 19.4 | 39.6 |
| Parked Vehicle | 3.7 | 0.7 | 0.6 | 3.2 | 2.8 |
| Bridge/Overpass | 0.1 | 0.1 | 0.3 | 0.0 | 0.1 |
| Building | 0.3 | 0.1 | 0.3 | 0.0 | 0.2 |
| Culvert | 0.1 | 0.2 | 0.9 | 0.0 | 0.1 |
| Curb/Wall | 0.7 | 0.8 | 1.5 | 0.0 | 0.8 |
| Ditch | 3.7 | 6.9 | 11.3 | 9.7 | 4.8 |
| Divider | 0.3 | 0.4 | 0.3 | 0.0 | 0.3 |
| Parking Meter | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Traffic Light | 0.1 | 0.1 | 0.0 | 0.0 | 0.1 |
| Light Support | 1.0 | 0.8 | 0.6 | 4.3 | 0.9 |
| Sign Post | 1.7 | 0.4 | 0.6 | 0.0 | 1.3 |
| Utility Post | 0.5 | 0.6 | 0.3 | 2.2 | 0.5 |
| Other Support | 0.3 | 0.1 | 0.0 | 2.2 | 0.3 |
| Embankment | 1.6 | 2.2 | 4.4 | 4.3 | 1.9 |
| Fence | 1.1 | 0.5 | 0.6 | 0.0 | 0.9 |
| Guardrail | 1.8 | 1.7 | 1.2 | 5.4 | 1.7 |
| Machinery | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Tree/Shrub | 1.1 | 1.1 | 2.3 | 3.2 | 1.1 |
| Other Fixed Object | 1.7 | 0.8 | 2.3 | 1.1 | 1.5 |
| Non Collision — Overturn.. | 3.0 | 5.8 | 12.8 | 19.4 | 4.1 |
| Non Collision — Immersion. | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Non Collision — Other.... | 0.9 | 0.7 | 1.5 | 1.1 | 0.8 |
| Other Type of Accident ... | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| ALL | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 |

Table C.1.3
2000 Alaska Traffic Accidents
Percent by Accident Severity and Type of Accident

| COLLISION WITH | PERCENT BY ACCIDENT SEVERITY | | | | ALL |
|----------------------------|------------------------------|-----------------|-----------------|-------|-------|
| | Property Damage Only | Minor Injury | Major Injury | Fatal | |
| Pedestrian | 11.9 | 65.6 | 15.6 | 6.9 | 100.0 |
| Pedacycle | 21.7 | 69.0 | 8.2 | 1.1 | 100.0 |
| Train | 60.0 | 20.0 | 20.0 | 0.0 | 100.0 |
| Animal | 80.6 | 16.7 | 2.8 | 0.0 | 100.0 |
| Moose | 80.6 | 17.4 | 1.8 | 0.2 | 100.0 |
| MV Head On | 49.5 | 37.4 | 9.3 | 3.7 | 100.0 |
| MV Rear End | 68.4 | 30.8 | 0.7 | 0.0 | 100.0 |
| MV Angle | 73.6 | 24.3 | 1.8 | 0.3 | 100.0 |
| Parked Vehicle | 91.9 | 6.8 | 0.5 | 0.8 | 100.0 |
| Bridge/Overpass | 66.7 | 26.7 | 6.7 | 0.0 | 100.0 |
| Building | 90.6 | 6.3 | 3.1 | 0.0 | 100.0 |
| Culvert | 35.3 | 47.1 | 17.6 | 0.0 | 100.0 |
| Curb/Wall | 67.0 | 28.4 | 4.6 | 0.0 | 100.0 |
| Ditch | 53.4 | 39.6 | 5.7 | 1.3 | 100.0 |
| Divider | 66.7 | 31.1 | 2.2 | 0.0 | 100.0 |
| Parking Meter | 100.0 | 0.0 | 0.0 | 0.0 | 100.0 |
| Traffic Light | 73.3 | 26.7 | 0.0 | 0.0 | 100.0 |
| Light Support | 72.3 | 23.1 | 1.5 | 3.1 | 100.0 |
| Sign Post | 89.7 | 9.2 | 1.1 | 0.0 | 100.0 |
| Utility Post | 64.8 | 31.0 | 1.4 | 2.8 | 100.0 |
| Other Support | 82.5 | 12.5 | 0.0 | 5.0 | 100.0 |
| Embankment | 59.9 | 32.8 | 5.7 | 1.5 | 100.0 |
| Fence | 83.7 | 14.6 | 1.6 | 0.0 | 100.0 |
| Guardrail | 70.0 | 26.3 | 1.6 | 2.0 | 100.0 |
| Machinery | 100.0 | 0.0 | 0.0 | 0.0 | 100.0 |
| Tree/Shrub | 66.0 | 27.0 | 5.0 | 1.9 | 100.0 |
| Other Fixed Object | 80.4 | 15.3 | 3.8 | 0.5 | 100.0 |
| Non Collision – Overturn.. | 50.3 | 39.1 | 7.6 | 3.1 | 100.0 |
| Non Collision – Immersion. | 100.0 | 0.0 | 0.0 | 0.0 | 100.0 |
| Non Collision – Other.... | 72.6 | 22.2 | 4.3 | 0.9 | 100.0 |
| Other Type of Accident ... | 100.0 | 0.0 | 0.0 | 0.0 | 100.0 |
| ALL | 69.3 | 27.6 | 2.4 | 0.7 | 100.0 |

Table C.2.1
Vehicles In 2000 Alaska Traffic Accidents,
by Vehicle Type and Accident Severity

| VEHICLE TYPE | NUMBER OF VEHICLES | | | | TOTAL |
|--------------------------|----------------------------|-----------------|-----------------|-------|--------|
| | Property Damage Only | Minor Injury | Major Injury | Fatal | |
| Passenger car | 11,922 | 4,968 | 298 | 78 | 17,266 |
| Pick-up truck | 4,366 | 1,593 | 148 | 40 | 6,147 |
| Van or panel truck | 421 | 194 | 17 | 1 | 633 |
| Large single-unit truck | 237 | 60 | 5 | 2 | 304 |
| School bus | 90 | 20 | — | 1 | 111 |
| Commercial bus | 91 | 13 | 1 | 2 | 107 |
| Tractor-trailer, double | 124 | 29 | 3 | — | 156 |
| Construction equipment . | 96 | 20 | 3 | — | 119 |
| Motor home | 87 | 23 | 4 | 2 | 116 |
| Emergency vehicle | 77 | 32 | 2 | — | 111 |
| Motorcycle | 21 | 74 | 27 | 7 | 129 |
| Recreational vehicle ... | 13 | 19 | 10 | 1 | 43 |
| Snowmobile | 25 | 23 | 10 | 5 | 63 |
| Other motor vehicle | 17 | 1 | — | — | 18 |
| Pedalcycle | 41 | 129 | 16 | 3 | 189 |
| Train..... | 3 | 1 | 1 | — | 5 |
| Responsible, uninvolved | 18 | 2 | — | — | 20 |
| Pedestrian..... | 19 | 115 | 26 | 10 | 170 |
| ALL VEHICLE TYPES | 17,668 | 7,316 | 571 | 152 | 25,707 |

Table C.2.2
Vehicles In 2000 Alaska Traffic Accidents
Percent by Vehicle Type and Accident Severity

| VEHICLE TYPE | PERCENT BY VEHICLE TYPE | | | | ALL |
|--------------------------|----------------------------|-----------------|-----------------|-------|-------|
| | Property Damage Only | Minor Injury | Major Injury | Fatal | |
| Passenger car | 67.5 | 67.9 | 52.2 | 51.3 | 67.2 |
| Pick-up truck | 24.7 | 21.8 | 25.9 | 26.3 | 23.9 |
| Van or panel truck | 2.4 | 2.7 | 3.0 | 0.7 | 2.5 |
| Large single-unit truck | 1.3 | 0.8 | 0.9 | 1.3 | 1.2 |
| School bus | 0.5 | 0.3 | 0.0 | 0.7 | 0.4 |
| Commercial bus | 0.5 | 0.2 | 0.2 | 1.3 | 0.4 |
| Tractor-trailer, double | 0.7 | 0.4 | 0.5 | 0.0 | 0.6 |
| Construction equipment . | 0.5 | 0.3 | 0.5 | 0.0 | 0.5 |
| Motor home | 0.5 | 0.3 | 0.7 | 1.3 | 0.5 |
| Emergency vehicle | 0.4 | 0.4 | 0.4 | 0.0 | 0.4 |
| Motorcycle | 0.1 | 1.0 | 4.7 | 4.6 | 0.5 |
| Recreational vehicle ... | 0.1 | 0.3 | 1.8 | 0.7 | 0.2 |
| Snowmobile | 0.1 | 0.3 | 1.8 | 3.3 | 0.2 |
| Other motor vehicle | 0.1 | 0.0 | 0.0 | 0.0 | 0.1 |
| Pedalcycle | 0.2 | 1.8 | 2.8 | 2.0 | 0.7 |
| Train..... | 0.0 | 0.0 | 0.2 | 0.0 | 0.0 |
| Responsible, uninvolved | 0.1 | 0.0 | 0.0 | 0.0 | 0.1 |
| Pedestrian..... | 0.1 | 1.6 | 4.6 | 6.6 | 0.7 |
| ALL VEHICLE TYPES | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 |

Table C.2.3
Vehicles In 2000 Alaska Traffic Accidents
Percent by Accident Severity and Vehicle Type

| VEHICLE TYPE | PERCENT BY ACCIDENT SEVERITY | | | | ALL |
|--------------------------|------------------------------|-----------------|-----------------|-------|-------|
| | Property Damage Only | Minor Injury | Major Injury | Fatal | |
| Passenger car | 69.0 | 28.8 | 1.7 | 0.5 | 100.0 |
| Pick-up truck | 71.0 | 25.9 | 2.4 | 0.7 | 100.0 |
| Van or panel truck | 66.5 | 30.6 | 2.7 | 0.2 | 100.0 |
| Large single-unit truck | 78.0 | 19.7 | 1.6 | 0.7 | 100.0 |
| School bus | 81.1 | 18.0 | 0.0 | 0.9 | 100.0 |
| Commercial bus | 85.0 | 12.1 | 0.9 | 1.9 | 100.0 |
| Tractor-trailer, double | 79.5 | 18.6 | 1.9 | 0.0 | 100.0 |
| Construction equipment . | 80.7 | 16.8 | 2.5 | 0.0 | 100.0 |
| Motor home | 75.0 | 19.8 | 3.4 | 1.7 | 100.0 |
| Emergency vehicle | 69.4 | 28.8 | 1.8 | 0.0 | 100.0 |
| Motorcycle | 16.3 | 57.4 | 20.9 | 5.4 | 100.0 |
| Recreational vehicle ... | 30.2 | 44.2 | 23.3 | 2.3 | 100.0 |
| Snowmobile | 39.7 | 36.5 | 15.9 | 7.9 | 100.0 |
| Other motor vehicle | 94.4 | 5.6 | 0.0 | 0.0 | 100.0 |
| Pedalcycle | 21.7 | 68.3 | 8.5 | 1.6 | 100.0 |
| Train..... | 60.0 | 20.0 | 20.0 | 0.0 | 100.0 |
| Responsible, uninvolved | 90.0 | 10.0 | 0.0 | 0.0 | 100.0 |
| Pedestrian..... | 11.2 | 67.6 | 15.3 | 5.9 | 100.0 |
| ALL VEHICLE TYPES | 68.7 | 28.5 | 2.2 | 0.6 | 100.0 |

Table C.3.1
2000 Alaska Traffic Accidents
by Traffic Control Device and Accident Severity

| TRAFFIC CONTROL DEVICE | NUMBER OF ACCIDENTS | | | | TOTAL |
|--------------------------|----------------------------|-----------------|-----------------|-------|--------|
| | Property Damage Only | Minor Injury | Major Injury | Fatal | |
| None | 5,084 | 2,017 | 231 | 65 | 7,397 |
| Traffic signal | 2,248 | 1,053 | 36 | 5 | 3,342 |
| Stop sign | 1,266 | 540 | 36 | 4 | 1,846 |
| Flashing light | 40 | 13 | 1 | — | 54 |
| Yield sign | 96 | 29 | 1 | 1 | 127 |
| Officer/Flagman/Guard .. | 26 | 12 | — | — | 38 |
| No-passing zone | 175 | 103 | 23 | 12 | 313 |
| Railroad crossing sign . | 16 | 5 | 1 | — | 22 |
| Railroad crossing light | 6 | — | — | — | 6 |
| Railroad crossing gate . | 11 | 2 | — | — | 13 |
| Unknown | 821 | 127 | 15 | 6 | 969 |
| TOTAL | 9,789 | 3,901 | 344 | 93 | 14,127 |

Table C.3.2
2000 Alaska Traffic Accidents
Percent by Traffic Control Device and Accident Severity

| TRAFFIC CONTROL DEVICE | PERCENT BY TRAFFIC CONTROL DEVICE | | | | ALL |
|--------------------------|-----------------------------------|-----------------|-----------------|-------|-------|
| | Property Damage Only | Minor Injury | Major Injury | Fatal | |
| None | 51.9 | 51.7 | 67.2 | 69.9 | 52.4 |
| Traffic signal | 23.0 | 27.0 | 10.5 | 5.4 | 23.7 |
| Stop sign | 12.9 | 13.8 | 10.5 | 4.3 | 13.1 |
| Flashing light | 0.4 | 0.3 | 0.3 | 0.0 | 0.4 |
| Yield sign | 1.0 | 0.7 | 0.3 | 1.1 | 0.9 |
| Officer/Flagman/Guard .. | 0.3 | 0.3 | 0.0 | 0.0 | 0.3 |
| No-passing zone | 1.8 | 2.6 | 6.7 | 12.9 | 2.2 |
| Railroad crossing sign . | 0.2 | 0.1 | 0.3 | 0.0 | 0.2 |
| Railroad crossing light | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 |
| Railroad crossing gate . | 0.1 | 0.1 | 0.0 | 0.0 | 0.1 |
| Unknown | 8.4 | 3.3 | 4.4 | 6.5 | 6.9 |
| ALL | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 |

Table C.3.3
2000 Alaska Traffic Accidents
Percent by Accident Severity and Traffic Control Device

| TRAFFIC CONTROL DEVICE | PERCENT BY ACCIDENT SEVERITY | | | | ALL |
|--------------------------|------------------------------|-----------------|-----------------|-------|-------|
| | Property Damage Only | Minor Injury | Major Injury | Fatal | |
| None | 68.7 | 27.3 | 3.1 | 0.9 | 100.0 |
| Traffic signal | 67.3 | 31.5 | 1.1 | 0.1 | 100.0 |
| Stop sign | 68.6 | 29.3 | 2.0 | 0.2 | 100.0 |
| Flashing light | 74.1 | 24.1 | 1.9 | 0.0 | 100.0 |
| Yield sign | 75.6 | 22.8 | 0.8 | 0.8 | 100.0 |
| Officer/Flagman/Guard .. | 68.4 | 31.6 | 0.0 | 0.0 | 100.0 |
| No-passing zone | 55.9 | 32.9 | 7.3 | 3.8 | 100.0 |
| Railroad crossing sign . | 72.7 | 22.7 | 4.5 | 0.0 | 100.0 |
| Railroad crossing light | 100.0 | 0.0 | 0.0 | 0.0 | 100.0 |
| Railroad crossing gate . | 84.6 | 15.4 | 0.0 | 0.0 | 100.0 |
| Unknown | 84.7 | 13.1 | 1.5 | 0.6 | 100.0 |
| ALL | 69.3 | 27.6 | 2.4 | 0.7 | 100.0 |

Table C.4.1
2000 Alaska Moose Traffic Accidents
by Month and Accident Severity

| MONTH | NUMBER OF ACCIDENTS | | | | TOTAL |
|-----------------|----------------------------|-----------------|-----------------|-------|-------|
| | Property Damage Only | Minor Injury | Major Injury | Fatal | |
| January | 80 | 21 | 3 | — | 104 |
| February | 78 | 10 | — | — | 88 |
| March | 34 | 8 | — | — | 42 |
| April | 20 | 3 | 2 | — | 25 |
| May | 17 | 2 | — | — | 19 |
| June | 31 | 2 | — | — | 33 |
| July | 33 | 12 | — | — | 45 |
| August | 37 | 11 | — | 1 | 49 |
| September | 49 | 17 | 2 | — | 68 |
| October | 57 | 12 | 2 | — | 71 |
| November | 47 | 11 | 1 | — | 59 |
| December | 49 | 6 | 2 | — | 57 |
| ALL YEAR | 532 | 115 | 12 | 1 | 660 |

Table C.4.2
2000 Alaska Moose Traffic Accidents
by Time of Day and Accident Severity

| TIME PERIOD | NUMBER OF ACCIDENTS | | | | TOTAL |
|----------------------|----------------------------|-----------------|-----------------|-------|-------|
| | Property Damage Only | Minor Injury | Major Injury | Fatal | |
| 12 — 1:59 a.m. | 40 | 15 | 2 | 1 | 58 |
| 2 — 3:59 a.m. | 39 | 10 | 2 | — | 51 |
| 4 — 5:59 a.m. | 36 | 6 | — | — | 42 |
| 6 — 7:59 a.m. | 61 | 8 | — | — | 69 |
| 8 — 9:59 a.m. | 33 | 6 | 1 | — | 40 |
| 10 — 11:59 a.m. | 23 | 2 | 1 | — | 26 |
| 12 — 1:59 p.m. | 17 | 3 | — | — | 20 |
| 2 — 3:59 p.m. | 10 | 2 | 1 | — | 13 |
| 4 — 5:59 p.m. | 52 | 9 | 1 | — | 62 |
| 6 — 7:59 p.m. | 84 | 11 | 3 | — | 98 |
| 8 — 9:59 p.m. | 77 | 17 | 1 | — | 95 |
| 10 — 11:59 p.m. | 60 | 26 | — | — | 86 |
| ALL DAY | 532 | 115 | 12 | 1 | 660 |

Table C.4.3
2000 Alaska Moose Traffic Accidents
by Borough and Accident Severity

| BOROUGH | NUMBER OF ACCIDENTS | | | | TOTAL |
|--------------------------|----------------------------|-----------------|-----------------|-------|-------|
| | Property Damage Only | Minor Injury | Major Injury | Fatal | |
| Greater Anchorage Area . | 126 | 31 | 3 | — | 160 |
| Fairbanks North Star ... | 102 | 21 | 1 | — | 124 |
| Kenai Peninsula | 148 | 22 | 3 | 1 | 174 |
| Matanuska-Susitna | 117 | 29 | 4 | — | 150 |
| Haines | 3 | — | — | — | 3 |
| Denali | 2 | 3 | — | — | 5 |
| Unorganized | 34 | 9 | 1 | — | 44 |
| STATEWIDE..... | 532 | 115 | 12 | 1 | 660 |

Table C.4.4
2000 Alaska Moose Traffic Accidents
by City and Accident Severity

| CITY | NUMBER OF ACCIDENTS | | | | TOTAL |
|-----------------|----------------------------|-----------------|-----------------|-------|-------|
| | Property Damage Only | Minor Injury | Major Injury | Fatal | |
| Anchorage | 126 | 31 | 3 | — | 160 |
| Fairbanks | 12 | 4 | 1 | — | 17 |
| Kenai | 14 | 2 | — | — | 16 |
| Wasilla | 12 | 4 | — | — | 16 |
| Homer | 4 | 1 | — | — | 5 |
| Soldotna | 11 | 4 | — | — | 15 |
| Palmer | 2 | — | — | — | 2 |
| Seward | 1 | — | — | — | 1 |
| Rural | 350 | 69 | 8 | 1 | 428 |
| STATEWIDE..... | 532 | 115 | 12 | 1 | 660 |

Table C.5.1
Factors Contributing to 2000 Alaska Traffic Accidents
by Accident Severity and Contributing Factor Type

| FACTOR TYPE | NUMBER OF OCCURRENCES | | | | TOTAL |
|--------------------------|----------------------------|-----------------|-----------------|-------|--------|
| | Property Damage Only | Minor Injury | Major Injury | Fatal | |
| Human | 8,402 | 4,273 | 419 | 129 | 13,223 |
| Roadway | 1,538 | 636 | 58 | 9 | 2,241 |
| Environmental | 690 | 285 | 32 | 8 | 1,015 |
| Vehicular | 239 | 113 | 17 | 5 | 374 |
| ALL FACTOR TYPES | 10,869 | 5,307 | 526 | 151 | 16,853 |

Table C.5.2
Factors Contributing to 2000 Alaska Traffic Accidents
Percent by Contributing Factor and Accident Severity

| FACTOR TYPE | PERCENT BY FACTOR TYPE | | | | ALL |
|--------------------------|----------------------------|-----------------|-----------------|-------|-------|
| | Property Damage Only | Minor Injury | Major Injury | Fatal | |
| Human | 77.3 | 80.5 | 79.7 | 85.4 | 78.5 |
| Roadway | 14.2 | 12.0 | 11.0 | 6.0 | 13.3 |
| Environmental | 6.3 | 5.4 | 6.1 | 5.3 | 6.0 |
| Vehicular | 2.2 | 2.1 | 3.2 | 3.3 | 2.2 |
| ALL FACTOR TYPES | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 |

Table C.5.3
Factors Contributing to 2000 Alaska Traffic Accidents
Percent by Accident Severity and Contributing Factor

| FACTOR TYPE | PERCENT BY ACCIDENT SEVERITY | | | | ALL |
|--------------------------|------------------------------|-----------------|-----------------|-------|-------|
| | Property Damage Only | Minor Injury | Major Injury | Fatal | |
| Human | 63.5 | 32.3 | 3.2 | 1.0 | 100.0 |
| Roadway | 68.6 | 28.4 | 2.6 | 0.4 | 100.0 |
| Environmental | 68.0 | 28.1 | 3.2 | 0.8 | 100.0 |
| Vehicular | 63.9 | 30.2 | 4.5 | 1.3 | 100.0 |
| ALL FACTOR TYPES | 64.5 | 31.5 | 3.1 | 0.9 | 100.0 |

Table C.6.1
Human Factors Contributing to 2000 Alaska Traffic Accidents
by Accident Severity

| CONTRIBUTING FACTOR | NUMBER OF OCCURRENCES | | | | TOTAL |
|--------------------------|----------------------------|-----------------|-----------------|-------|--------|
| | Property Damage Only | Minor Injury | Major Injury | Fatal | |
| Alcohol, test given..... | 336 | 213 | 42 | 20 | 611 |
| Alcohol, no test given . | 87 | 88 | 19 | 7 | 201 |
| Alcohol suspected | 201 | 83 | 21 | 7 | 312 |
| Illegal drugs | 7 | 3 | 6 | 2 | 18 |
| Prescription medication | 17 | 8 | 1 | 1 | 27 |
| Lost consciousness | 8 | 10 | 5 | 1 | 24 |
| Fell asleep | 62 | 57 | 18 | 3 | 140 |
| Driver inattention | 1,566 | 931 | 50 | 13 | 2,560 |
| Passenger distraction .. | 40 | 32 | 1 | 2 | 75 |
| Physical disability | 10 | 7 | — | — | 17 |
| Illness | 6 | 4 | 1 | — | 11 |
| Driver inexperience | 269 | 149 | 17 | 5 | 440 |
| Unsafe backing | 292 | 33 | 4 | — | 329 |
| Failure to yield | 1,110 | 679 | 44 | 5 | 1,838 |
| Following too closely .. | 477 | 252 | 8 | — | 737 |
| Passing; wrong lane use | 541 | 146 | 12 | 6 | 705 |
| Pedestrian error | 25 | 47 | 13 | 5 | 90 |
| Traffic control ignored | 331 | 275 | 19 | 3 | 628 |
| Improper turning | 441 | 113 | 10 | — | 564 |
| Unsafe speed | 1,973 | 895 | 105 | 38 | 3,011 |
| Other human factor | 603 | 248 | 23 | 11 | 885 |
| ALL HUMAN FACTORS | 8,402 | 4,273 | 419 | 129 | 13,223 |

Table C.6.2
Human Factors Contributing to 2000 Alaska Traffic Accidents
Percent by Contributing Factor and Accident Severity

| CONTRIBUTING FACTOR | PERCENT BY CONTRIBUTING FACTOR | | | | ALL |
|---------------------------|--------------------------------|-----------------|-----------------|-------|-------|
| | Property Damage Only | Minor Injury | Major Injury | Fatal | |
| Alcohol, test given..... | 4.0 | 5.0 | 10.0 | 15.5 | 4.6 |
| Alcohol, no test given .. | 1.0 | 2.1 | 4.5 | 5.4 | 1.5 |
| Alcohol suspected | 2.4 | 1.9 | 5.0 | 5.4 | 2.4 |
| Illegal drugs | 0.1 | 0.1 | 1.4 | 1.6 | 0.1 |
| Prescription medication | 0.2 | 0.2 | 0.2 | 0.8 | 0.2 |
| Lost consciousness | 0.1 | 0.2 | 1.2 | 0.8 | 0.2 |
| Fell asleep | 0.7 | 1.3 | 4.3 | 2.3 | 1.1 |
| Driver inattention | 18.6 | 21.8 | 11.9 | 10.1 | 19.4 |
| Passenger distraction .. | 0.5 | 0.7 | 0.2 | 1.6 | 0.6 |
| Physical disability | 0.1 | 0.2 | 0.0 | 0.0 | 0.1 |
| Illness | 0.1 | 0.1 | 0.2 | 0.0 | 0.1 |
| Driver inexperience | 3.2 | 3.5 | 4.1 | 3.9 | 3.3 |
| Unsafe backing | 3.5 | 0.8 | 1.0 | 0.0 | 2.5 |
| Failure to yield | 13.2 | 15.9 | 10.5 | 3.9 | 13.9 |
| Following too closely .. | 5.7 | 5.9 | 1.9 | 0.0 | 5.6 |
| Passing; wrong lane use | 6.4 | 3.4 | 2.9 | 4.7 | 5.3 |
| Pedestrian error | 0.3 | 1.1 | 3.1 | 3.9 | 0.7 |
| Traffic control ignored | 3.9 | 6.4 | 4.5 | 2.3 | 4.7 |
| Improper turning | 5.2 | 2.6 | 2.4 | 0.0 | 4.3 |
| Unsafe speed | 23.5 | 20.9 | 25.1 | 29.5 | 22.8 |
| Other human factor | 7.2 | 5.8 | 5.5 | 8.5 | 6.7 |
| ALL HUMAN FACTORS | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 |

Table C.6.3
Human Factors Contributing to 2000 Alaska Traffic Accidents
Percent by Accident Severity and Contributing Factor

| CONTRIBUTING FACTOR | PERCENT BY ACCIDENT SEVERITY | | | | ALL |
|---------------------------|------------------------------|-----------------|-----------------|-------|-------|
| | Property Damage Only | Minor Injury | Major Injury | Fatal | |
| Alcohol, test given..... | 55.0 | 34.9 | 6.9 | 3.3 | 100.0 |
| Alcohol, no test given .. | 43.3 | 43.8 | 9.5 | 3.5 | 100.0 |
| Alcohol suspected | 64.4 | 26.6 | 6.7 | 2.2 | 100.0 |
| Illegal drugs | 38.9 | 16.7 | 33.3 | 11.1 | 100.0 |
| Prescription medication | 63.0 | 29.6 | 3.7 | 3.7 | 100.0 |
| Lost consciousness | 33.3 | 41.7 | 20.8 | 4.2 | 100.0 |
| Fell asleep | 44.3 | 40.7 | 12.9 | 2.1 | 100.0 |
| Driver inattention | 61.2 | 36.4 | 2.0 | 0.5 | 100.0 |
| Passenger distraction .. | 53.3 | 42.7 | 1.3 | 2.7 | 100.0 |
| Physical disability | 58.8 | 41.2 | 0.0 | 0.0 | 100.0 |
| Illness | 54.5 | 36.4 | 9.1 | 0.0 | 100.0 |
| Driver inexperience | 61.1 | 33.9 | 3.9 | 1.1 | 100.0 |
| Unsafe backing | 88.8 | 10.0 | 1.2 | 0.0 | 100.0 |
| Failure to yield | 60.4 | 36.9 | 2.4 | 0.3 | 100.0 |
| Following too closely .. | 64.7 | 34.2 | 1.1 | 0.0 | 100.0 |
| Passing; wrong lane use | 76.7 | 20.7 | 1.7 | 0.9 | 100.0 |
| Pedestrian error | 27.8 | 52.2 | 14.4 | 5.6 | 100.0 |
| Traffic control ignored | 52.7 | 43.8 | 3.0 | 0.5 | 100.0 |
| Improper turning | 78.2 | 20.0 | 1.8 | 0.0 | 100.0 |
| Unsafe speed | 65.5 | 29.7 | 3.5 | 1.3 | 100.0 |
| Other human factor | 68.1 | 28.0 | 2.6 | 1.2 | 100.0 |
| ALL HUMAN FACTORS | 63.5 | 32.3 | 3.2 | 1.0 | 100.0 |

Table C.7.1
 Vehicular Factors Contributing to 2000 Alaska Traffic Accidents
 by Accident Severity

| CONTRIBUTING FACTOR | NUMBER OF OCCURRENCES | | | | TOTAL |
|---------------------------|----------------------------|-----------------|-----------------|-------|-------|
| | Property Damage Only | Minor Injury | Major Injury | Fatal | |
| Defective accelerator .. | 6 | 1 | 1 | — | 8 |
| Defective brakes | 53 | 41 | 3 | 1 | 98 |
| Tire failure; inadequacy | 53 | 32 | 3 | — | 88 |
| Steering failure | 13 | 5 | 1 | 1 | 20 |
| Windshield inadequacy .. | — | 1 | — | — | 1 |
| Defective headlights ... | 7 | — | — | 1 | 8 |
| Other lighting defect .. | 10 | 1 | 2 | — | 13 |
| Oversized vehicle | 15 | 2 | 1 | — | 18 |
| Defective tow hitch | 5 | 1 | — | — | 6 |
| Other vehicular factor .. | 77 | 29 | 6 | 2 | 114 |
| ALL VEHICULAR FACTORS .. | 239 | 113 | 17 | 5 | 374 |

Table C.7.2
 Vehicular Factors Contributing to 2000 Alaska Traffic Accidents
 Percent by Contributing Factor and Accident Severity

| CONTRIBUTING FACTOR | PERCENT CONTRIBUTING FACTOR | | | | ALL |
|---------------------------|-----------------------------|-----------------|-----------------|-------|-------|
| | Property Damage Only | Minor Injury | Major Injury | Fatal | |
| Defective accelerator .. | 2.5 | 0.9 | 5.9 | 0.0 | 2.1 |
| Defective brakes | 22.2 | 36.3 | 17.6 | 20.0 | 26.2 |
| Tire failure; inadequacy | 22.2 | 28.3 | 17.6 | 0.0 | 23.5 |
| Steering failure | 5.4 | 4.4 | 5.9 | 20.0 | 5.3 |
| Windshield inadequacy .. | 0.0 | 0.9 | 0.0 | 0.0 | 0.3 |
| Defective headlights ... | 2.9 | 0.0 | 0.0 | 20.0 | 2.1 |
| Other lighting defect .. | 4.2 | 0.9 | 11.8 | 0.0 | 3.5 |
| Oversized vehicle | 6.3 | 1.8 | 5.9 | 0.0 | 4.8 |
| Defective tow hitch | 2.1 | 0.9 | 0.0 | 0.0 | 1.6 |
| Other vehicular factor .. | 32.2 | 25.7 | 35.3 | 40.0 | 30.5 |
| ALL VEHICULAR FACTORS .. | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 |

Table C.7.3
Vehicular Factors Contributing to 2000 Alaska Traffic Accidents
Percent by Accident Severity and Contributing Factor

| CONTRIBUTING FACTOR | PERCENT BY ACCIDENT SEVERITY | | | | ALL |
|---------------------------|------------------------------|-----------------|-----------------|-------|-------|
| | Property Damage Only | Minor Injury | Major Injury | Fatal | |
| Defective accelerator .. | 75.0 | 12.5 | 12.5 | 0.0 | 100.0 |
| Defective brakes | 54.1 | 41.8 | 3.1 | 1.0 | 100.0 |
| Tire failure; inadequacy | 60.2 | 36.4 | 3.4 | 0.0 | 100.0 |
| Steering failure | 65.0 | 25.0 | 5.0 | 5.0 | 100.0 |
| Windshield inadequacy .. | 0.0 | 100.0 | 0.0 | 0.0 | 100.0 |
| Defective headlights ... | 87.5 | 0.0 | 0.0 | 12.5 | 100.0 |
| Other lighting defect .. | 76.9 | 7.7 | 15.4 | 0.0 | 100.0 |
| Oversized vehicle | 83.3 | 11.1 | 5.6 | 0.0 | 100.0 |
| Defective tow hitch | 83.3 | 16.7 | 0.0 | 0.0 | 100.0 |
| Other vehicular factor .. | 67.5 | 25.4 | 5.3 | 1.8 | 100.0 |
| ALL VEHICULAR FACTORS .. | 63.9 | 30.2 | 4.5 | 1.3 | 100.0 |

Table C.8.1
Environmental and Roadway Factors Contributing To
2000 Alaska Traffic Accidents
by Accident Severity

| CONTRIBUTING FACTOR | NUMBER OF OCCURRENCES | | | | TOTAL |
|--------------------------|----------------------------|-----------------|-----------------|-------|-------|
| | Property Damage Only | Minor Injury | Major Injury | Fatal | |
| Animal action | 389 | 135 | 13 | 1 | 538 |
| Glare | 47 | 31 | 3 | 1 | 82 |
| View obstructed; limited | 155 | 67 | 9 | 1 | 232 |
| Other envir. factor | 99 | 52 | 7 | 5 | 163 |
| Bad lane marking | 28 | 2 | — | — | 30 |
| Construction debris | 2 | 3 | — | — | 5 |
| Pavement deteriorated .. | 13 | 5 | 1 | — | 19 |
| Pavement slippery | 1,391 | 566 | 51 | 5 | 2,013 |
| Inadequate shoulders ... | 22 | 12 | 1 | 1 | 36 |
| Sign missing or occluded | 5 | 1 | — | — | 6 |
| Signal inoperative | 8 | 4 | — | — | 12 |
| Other roadway factor ... | 69 | 43 | 5 | 3 | 120 |
| ALL ENVIR. AND ROADWAY . | 2,228 | 921 | 90 | 17 | 3,256 |

Table C.8.2
Environmental and Roadway Factors Contributing To
2000 Alaska Traffic Accidents
Percent by Contributing Factor and Accident Severity

| CONTRIBUTING FACTOR | PERCENT BY CONTRIBUTING FACTOR | | | | ALL |
|--------------------------|--------------------------------|-----------------|-----------------|-------|-------|
| | Property Damage Only | Minor Injury | Major Injury | Fatal | |
| Animal action | 17.5 | 14.7 | 14.4 | 5.9 | 16.5 |
| Glare | 2.1 | 3.4 | 3.3 | 5.9 | 2.5 |
| View obstructed; limited | 7.0 | 7.3 | 10.0 | 5.9 | 7.1 |
| Other envir. factor | 4.4 | 5.6 | 7.8 | 29.4 | 5.0 |
| Bad lane marking | 1.3 | 0.2 | 0.0 | 0.0 | 0.9 |
| Construction debris | 0.1 | 0.3 | 0.0 | 0.0 | 0.2 |
| Pavement deteriorated .. | 0.6 | 0.5 | 1.1 | 0.0 | 0.6 |
| Pavement slippery | 62.4 | 61.5 | 56.7 | 29.4 | 61.8 |
| Inadequate shoulders ... | 1.0 | 1.3 | 1.1 | 5.9 | 1.1 |
| Sign missing or occluded | 0.2 | 0.1 | 0.0 | 0.0 | 0.2 |
| Signal inoperative | 0.4 | 0.4 | 0.0 | 0.0 | 0.4 |
| Other roadway factor ... | 3.1 | 4.7 | 5.6 | 17.6 | 3.7 |
| ALL ENVIR. AND ROADWAY | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 |

Table C.8.3
Environmental and Roadway Factors Contributing To
2000 Alaska Traffic Accidents
Percent by Accident Severity and Contributing Factor

| CONTRIBUTING FACTOR | PERCENT BY ACCIDENT SEVERITY | | | | ALL |
|--------------------------|------------------------------|-----------------|-----------------|-------|-------|
| | Property Damage Only | Minor Injury | Major Injury | Fatal | |
| Animal action | 72.3 | 25.1 | 2.4 | 0.2 | 100.0 |
| Glare | 57.3 | 37.8 | 3.7 | 1.2 | 100.0 |
| View obstructed; limited | 66.8 | 28.9 | 3.9 | 0.4 | 100.0 |
| Other envir. factor | 60.7 | 31.9 | 4.3 | 3.1 | 100.0 |
| Bad lane marking | 93.3 | 6.7 | 0.0 | 0.0 | 100.0 |
| Construction debris | 40.0 | 60.0 | 0.0 | 0.0 | 100.0 |
| Pavement deteriorated .. | 68.4 | 26.3 | 5.3 | 0.0 | 100.0 |
| Pavement slippery | 69.1 | 28.1 | 2.5 | 0.2 | 100.0 |
| Inadequate shoulders ... | 61.1 | 33.3 | 2.8 | 2.8 | 100.0 |
| Sign missing or occluded | 83.3 | 16.7 | 0.0 | 0.0 | 100.0 |
| Signal inoperative | 66.7 | 33.3 | 0.0 | 0.0 | 100.0 |
| Other roadway factor ... | 57.5 | 35.8 | 4.2 | 2.5 | 100.0 |
| ALL ENVIR. AND ROADWAY | 68.4 | 28.3 | 2.8 | 0.5 | 100.0 |

D. OCCUPANTS OF AUTOMOBILES, TRUCKS, AND BUSES

Table D.1.1
Female Drivers In 2000 Alaska Traffic Accidents
Automobiles, Trucks, and Buses
By Age and Injury Severity

| AGE GROUP | NUMBER OF FEMALE DRIVERS | | | | TOTAL |
|----------------|--------------------------|-----------------|-----------------|-------|-------|
| | No Injuries | Minor Injury | Major Injury | Fatal | |
| Unknown | 297 | 14 | — | — | 311 |
| Under 13 | 9 | 2 | — | — | 11 |
| 14 — 15 | 16 | 7 | — | — | 23 |
| 16 — 20 | 1,336 | 288 | 10 | 4 | 1,638 |
| 21 — 25 | 853 | 236 | 11 | 1 | 1,101 |
| 26 — 30 | 836 | 220 | 10 | 2 | 1,068 |
| 31 — 35 | 741 | 193 | 3 | — | 937 |
| 36 — 40 | 908 | 214 | 7 | 1 | 1,130 |
| 41 — 45 | 864 | 188 | 8 | 2 | 1,062 |
| 46 — 50 | 636 | 181 | 7 | — | 824 |
| 51 — 55 | 457 | 121 | 3 | 1 | 582 |
| 56 — 60 | 277 | 73 | 3 | — | 353 |
| 61 — 64 | 122 | 39 | 2 | — | 163 |
| 65 — 70 | 100 | 32 | — | 2 | 134 |
| 71 — 74 | 57 | 13 | — | 1 | 71 |
| 75 — 80 | 66 | 18 | 1 | — | 85 |
| 81 — 85 | 29 | 7 | — | — | 36 |
| Over 85 | 15 | 5 | — | — | 20 |
| ALL AGES | 7,619 | 1,851 | 65 | 14 | 9,549 |

Table D.1.2
 Female Drivers In 2000 Alaska Traffic Accidents
 Automobiles, Trucks, and Buses
 Percent by Age and Injury Severity

| AGE GROUP | PERCENT BY AGE GROUP | | | | ALL |
|----------------|----------------------|--------------|--------------|-------|-------|
| | No Injuries | Minor Injury | Major Injury | Fatal | |
| Unknown | 3.9 | 0.8 | 0.0 | 0.0 | 3.3 |
| Under 13 | 0.1 | 0.1 | 0.0 | 0.0 | 0.1 |
| 14 - 15 | 0.2 | 0.4 | 0.0 | 0.0 | 0.2 |
| 16 - 20 | 17.5 | 15.6 | 15.4 | 28.6 | 17.2 |
| 21 - 25 | 11.2 | 12.7 | 16.9 | 7.1 | 11.5 |
| 26 - 30 | 11.0 | 11.9 | 15.4 | 14.3 | 11.2 |
| 31 - 35 | 9.7 | 10.4 | 4.6 | 0.0 | 9.8 |
| 36 - 40 | 11.9 | 11.6 | 10.8 | 7.1 | 11.8 |
| 41 - 45 | 11.3 | 10.2 | 12.3 | 14.3 | 11.1 |
| 46 - 50 | 8.3 | 9.8 | 10.8 | 0.0 | 8.6 |
| 51 - 55 | 6.0 | 6.5 | 4.6 | 7.1 | 6.1 |
| 56 - 60 | 3.6 | 3.9 | 4.6 | 0.0 | 3.7 |
| 61 - 64 | 1.6 | 2.1 | 3.1 | 0.0 | 1.7 |
| 65 - 70 | 1.3 | 1.7 | 0.0 | 14.3 | 1.4 |
| 71 - 74 | 0.7 | 0.7 | 0.0 | 7.1 | 0.7 |
| 75 - 80 | 0.9 | 1.0 | 1.5 | 0.0 | 0.9 |
| 81 - 85 | 0.4 | 0.4 | 0.0 | 0.0 | 0.4 |
| Over 85 | 0.2 | 0.3 | 0.0 | 0.0 | 0.2 |
| ALL AGES | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 |

Table D.1.3
 Female Drivers In 2000 Alaska Traffic Accidents
 Automobiles, Trucks, and Buses
 Percent by Injury Severity and Age

| AGE GROUP | PERCENT BY INJURY SEVERITY | | | | ALL |
|----------------|----------------------------|--------------|--------------|-------|-------|
| | No Injuries | Minor Injury | Major Injury | Fatal | |
| Unknown | 95.5 | 4.5 | 0.0 | 0.0 | 100.0 |
| Under 13 | 81.8 | 18.2 | 0.0 | 0.0 | 100.0 |
| 14 - 15 | 69.6 | 30.4 | 0.0 | 0.0 | 100.0 |
| 16 - 20 | 81.6 | 17.6 | 0.6 | 0.2 | 100.0 |
| 21 - 25 | 77.5 | 21.4 | 1.0 | 0.1 | 100.0 |
| 26 - 30 | 78.3 | 20.6 | 0.9 | 0.2 | 100.0 |
| 31 - 35 | 79.1 | 20.6 | 0.3 | 0.0 | 100.0 |
| 36 - 40 | 80.4 | 18.9 | 0.6 | 0.1 | 100.0 |
| 41 - 45 | 81.4 | 17.7 | 0.8 | 0.2 | 100.0 |
| 46 - 50 | 77.2 | 22.0 | 0.8 | 0.0 | 100.0 |
| 51 - 55 | 78.5 | 20.8 | 0.5 | 0.2 | 100.0 |
| 56 - 60 | 78.5 | 20.7 | 0.8 | 0.0 | 100.0 |
| 61 - 64 | 74.8 | 23.9 | 1.2 | 0.0 | 100.0 |
| 65 - 70 | 74.6 | 23.9 | 0.0 | 1.5 | 100.0 |
| 71 - 74 | 80.3 | 18.3 | 0.0 | 1.4 | 100.0 |
| 75 - 80 | 77.6 | 21.2 | 1.2 | 0.0 | 100.0 |
| 81 - 85 | 80.6 | 19.4 | 0.0 | 0.0 | 100.0 |
| Over 85 | 75.0 | 25.0 | 0.0 | 0.0 | 100.0 |
| ALL AGES | 79.8 | 19.4 | 0.7 | 0.1 | 100.0 |

Table D.2.1
Male Drivers In 2000 Alaska Traffic Accidents
Automobiles, Trucks, and Buses
by Age and Injury Severity

| AGE GROUP | NUMBER OF MALE DRIVERS | | | | TOTAL |
|----------------|------------------------|-----------------|-----------------|-------|--------|
| | No Injuries | Minor Injury | Major Injury | Fatal | |
| Unknown | 668 | 21 | 1 | — | 690 |
| Under 13 | 11 | 2 | — | 1 | 14 |
| 14 — 15 | 30 | 3 | 2 | 2 | 37 |
| 16 — 20 | 1,926 | 297 | 14 | 11 | 2,248 |
| 21 — 25 | 1,440 | 227 | 15 | 3 | 1,685 |
| 26 — 30 | 1,139 | 185 | 11 | 5 | 1,340 |
| 31 — 35 | 1,078 | 153 | 16 | 2 | 1,249 |
| 36 — 40 | 1,217 | 199 | 20 | 1 | 1,437 |
| 41 — 45 | 1,246 | 166 | 16 | 4 | 1,432 |
| 46 — 50 | 1,063 | 150 | 10 | 6 | 1,229 |
| 51 — 55 | 840 | 102 | 2 | 2 | 946 |
| 56 — 60 | 511 | 58 | 6 | 1 | 576 |
| 61 — 64 | 264 | 28 | 4 | — | 296 |
| 65 — 70 | 264 | 38 | 6 | 1 | 309 |
| 71 — 74 | 141 | 19 | 3 | 1 | 164 |
| 75 — 80 | 141 | 16 | 5 | 1 | 163 |
| 81 — 85 | 42 | 5 | — | 1 | 48 |
| Over 85 | 28 | 6 | 1 | 1 | 36 |
| ALL AGES | 12,049 | 1,675 | 132 | 43 | 13,899 |

Table D.2.2
Male Drivers In 2000 Alaska Traffic Accidents
Automobiles, Trucks, and Buses
Percent by Age and Injury Severity

| AGE GROUP | PERCENT BY AGE GROUP | | | | ALL |
|----------------|----------------------|-----------------|-----------------|-------|-------|
| | No Injuries | Minor Injury | Major Injury | Fatal | |
| Unknown | 5.5 | 1.3 | 0.8 | 0.0 | 5.0 |
| Under 13 | 0.1 | 0.1 | 0.0 | 2.3 | 0.1 |
| 14 — 15 | 0.2 | 0.2 | 1.5 | 4.7 | 0.3 |
| 16 — 20 | 16.0 | 17.7 | 10.6 | 25.6 | 16.2 |
| 21 — 25 | 12.0 | 13.6 | 11.4 | 7.0 | 12.1 |
| 26 — 30 | 9.5 | 11.0 | 8.3 | 11.6 | 9.6 |
| 31 — 35 | 8.9 | 9.1 | 12.1 | 4.7 | 9.0 |
| 36 — 40 | 10.1 | 11.9 | 15.2 | 2.3 | 10.3 |
| 41 — 45 | 10.3 | 9.9 | 12.1 | 9.3 | 10.3 |
| 46 — 50 | 8.8 | 9.0 | 7.6 | 14.0 | 8.8 |
| 51 — 55 | 7.0 | 6.1 | 1.5 | 4.7 | 6.8 |
| 56 — 60 | 4.2 | 3.5 | 4.5 | 2.3 | 4.1 |
| 61 — 64 | 2.2 | 1.7 | 3.0 | 0.0 | 2.1 |
| 65 — 70 | 2.2 | 2.3 | 4.5 | 2.3 | 2.2 |
| 71 — 74 | 1.2 | 1.1 | 2.3 | 2.3 | 1.2 |
| 75 — 80 | 1.2 | 1.0 | 3.8 | 2.3 | 1.2 |
| 81 — 85 | 0.3 | 0.3 | 0.0 | 2.3 | 0.3 |
| Over 85 | 0.2 | 0.4 | 0.8 | 2.3 | 0.3 |
| ALL AGES | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 |

Table D.2.3
Male Drivers In 2000 Alaska Traffic Accidents
Automobiles, Trucks, and Buses
Percent by Injury Severity and Age

| AGE GROUP | PERCENT BY INJURY SEVERITY | | | | ALL |
|----------------|----------------------------|-----------------|-----------------|-------|-------|
| | No Injuries | Minor Injury | Major Injury | Fatal | |
| Unknown | 96.8 | 3.0 | 0.1 | 0.0 | 100.0 |
| Under 13 | 78.6 | 14.3 | 0.0 | 7.1 | 100.0 |
| 14 - 15 | 81.1 | 8.1 | 5.4 | 5.4 | 100.0 |
| 16 - 20 | 85.7 | 13.2 | 0.6 | 0.5 | 100.0 |
| 21 - 25 | 85.5 | 13.5 | 0.9 | 0.2 | 100.0 |
| 26 - 30 | 85.0 | 13.8 | 0.8 | 0.4 | 100.0 |
| 31 - 35 | 86.3 | 12.2 | 1.3 | 0.2 | 100.0 |
| 36 - 40 | 84.7 | 13.8 | 1.4 | 0.1 | 100.0 |
| 41 - 45 | 87.0 | 11.6 | 1.1 | 0.3 | 100.0 |
| 46 - 50 | 86.5 | 12.2 | 0.8 | 0.5 | 100.0 |
| 51 - 55 | 88.8 | 10.8 | 0.2 | 0.2 | 100.0 |
| 56 - 60 | 88.7 | 10.1 | 1.0 | 0.2 | 100.0 |
| 61 - 64 | 89.2 | 9.5 | 1.4 | 0.0 | 100.0 |
| 65 - 70 | 85.4 | 12.3 | 1.9 | 0.3 | 100.0 |
| 71 - 74 | 86.0 | 11.6 | 1.8 | 0.6 | 100.0 |
| 75 - 80 | 86.5 | 9.8 | 3.1 | 0.6 | 100.0 |
| 81 - 85 | 87.5 | 10.4 | 0.0 | 2.1 | 100.0 |
| Over 85 | 77.8 | 16.7 | 2.8 | 2.8 | 100.0 |
| ALL AGES | 86.7 | 12.1 | 0.9 | 0.3 | 100.0 |

Table D.3.1⁸
All Drivers In 2000 Alaska Traffic Accidents
Automobiles, Trucks, and Buses
by Age and Injury Severity

| AGE GROUP | NUMBER OF DRIVERS | | | | TOTAL |
|----------------|-------------------|-----------------|-----------------|-------|--------|
| | No Injuries | Minor Injury | Major Injury | Fatal | |
| Unknown | 1,982 | 36 | 1 | — | 2,019 |
| Under 13 | 20 | 4 | — | 1 | 25 |
| 14 — 15 | 46 | 10 | 2 | 2 | 60 |
| 16 — 20 | 3,265 | 585 | 24 | 15 | 3,889 |
| 21 — 25 | 2,295 | 464 | 26 | 4 | 2,789 |
| 26 — 30 | 1,980 | 405 | 21 | 7 | 2,413 |
| 31 — 35 | 1,820 | 346 | 19 | 2 | 2,187 |
| 36 — 40 | 2,126 | 413 | 27 | 2 | 2,568 |
| 41 — 45 | 2,114 | 354 | 24 | 6 | 2,498 |
| 46 — 50 | 1,702 | 331 | 17 | 6 | 2,056 |
| 51 — 55 | 1,298 | 223 | 5 | 3 | 1,529 |
| 56 — 60 | 788 | 131 | 9 | 1 | 929 |
| 61 — 64 | 386 | 68 | 6 | — | 460 |
| 65 — 70 | 365 | 70 | 6 | 3 | 444 |
| 71 — 74 | 198 | 32 | 3 | 2 | 235 |
| 75 — 80 | 208 | 34 | 6 | 1 | 249 |
| 81 — 85 | 71 | 12 | — | 1 | 84 |
| Over 85 | 43 | 11 | 1 | 1 | 56 |
| ALL AGES | 20,707 | 3,529 | 197 | 57 | 24,490 |

⁸Tables D.3.1, D.3.2, and D.3.3 include drivers where sex was not indicated on the accident form.

Table D.3.2
All Drivers In 2000 Alaska Traffic Accidents
Automobiles, Trucks, and Buses
Percent by Age and Injury Severity

| AGE GROUP | PERCENT BY AGE GROUP | | | | ALL |
|----------------|----------------------|-----------------|-----------------|-------|-------|
| | No Injuries | Minor Injury | Major Injury | Fatal | |
| Unknown | 9.6 | 1.0 | 0.5 | 0.0 | 8.2 |
| Under 13 | 0.1 | 0.1 | 0.0 | 1.8 | 0.1 |
| 14 - 15 | 0.2 | 0.3 | 1.0 | 3.5 | 0.2 |
| 16 - 20 | 15.8 | 16.6 | 12.2 | 26.3 | 15.9 |
| 21 - 25 | 11.1 | 13.1 | 13.2 | 7.0 | 11.4 |
| 26 - 30 | 9.6 | 11.5 | 10.7 | 12.3 | 9.9 |
| 31 - 35 | 8.8 | 9.8 | 9.6 | 3.5 | 8.9 |
| 36 - 40 | 10.3 | 11.7 | 13.7 | 3.5 | 10.5 |
| 41 - 45 | 10.2 | 10.0 | 12.2 | 10.5 | 10.2 |
| 46 - 50 | 8.2 | 9.4 | 8.6 | 10.5 | 8.4 |
| 51 - 55 | 6.3 | 6.3 | 2.5 | 5.3 | 6.2 |
| 56 - 60 | 3.8 | 3.7 | 4.6 | 1.8 | 3.8 |
| 61 - 64 | 1.9 | 1.9 | 3.0 | 0.0 | 1.9 |
| 65 - 70 | 1.8 | 2.0 | 3.0 | 5.3 | 1.8 |
| 71 - 74 | 1.0 | 0.9 | 1.5 | 3.5 | 1.0 |
| 75 - 80 | 1.0 | 1.0 | 3.0 | 1.8 | 1.0 |
| 81 - 85 | 0.3 | 0.3 | 0.0 | 1.8 | 0.3 |
| Over 85 | 0.2 | 0.3 | 0.5 | 1.8 | 0.2 |
| ALL AGES | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 |

Table D.3.3
All Drivers In 2000 Alaska Traffic Accidents
Automobliies, Trucks, and Buses
Percent by Injury Severity and Age

| AGE GROUP | PERCENT BY INJURY SEVERITY | | | | ALL |
|----------------|----------------------------|-----------------|-----------------|-------|-------|
| | No Injuries | Minor Injury | Major Injury | Fatal | |
| Unknown | 98.2 | 1.8 | 0.0 | 0.0 | 100.0 |
| Under 13 | 80.0 | 16.0 | 0.0 | 4.0 | 100.0 |
| 14 - 15 | 76.7 | 16.7 | 3.3 | 3.3 | 100.0 |
| 16 - 20 | 84.0 | 15.0 | 0.6 | 0.4 | 100.0 |
| 21 - 25 | 82.3 | 16.6 | 0.9 | 0.1 | 100.0 |
| 26 - 30 | 82.1 | 16.8 | 0.9 | 0.3 | 100.0 |
| 31 - 35 | 83.2 | 15.8 | 0.9 | 0.1 | 100.0 |
| 36 - 40 | 82.8 | 16.1 | 1.1 | 0.1 | 100.0 |
| 41 - 45 | 84.6 | 14.2 | 1.0 | 0.2 | 100.0 |
| 46 - 50 | 82.8 | 16.1 | 0.8 | 0.3 | 100.0 |
| 51 - 55 | 84.9 | 14.6 | 0.3 | 0.2 | 100.0 |
| 56 - 60 | 84.8 | 14.1 | 1.0 | 0.1 | 100.0 |
| 61 - 64 | 83.9 | 14.8 | 1.3 | 0.0 | 100.0 |
| 65 - 70 | 82.2 | 15.8 | 1.4 | 0.7 | 100.0 |
| 71 - 74 | 84.3 | 13.6 | 1.3 | 0.9 | 100.0 |
| 75 - 80 | 83.5 | 13.7 | 2.4 | 0.4 | 100.0 |
| 81 - 85 | 84.5 | 14.3 | 0.0 | 1.2 | 100.0 |
| Over 85 | 76.8 | 19.6 | 1.8 | 1.8 | 100.0 |
| ALL AGES | 84.6 | 14.4 | 0.8 | 0.2 | 100.0 |

Table D.4.1
 Safety Equipment Use In 2000 Alaska Traffic Accidents
 Automobiles, Trucks, and Buses
 by Injury Severity

| SAFETY EQUIPMENT USE | NUMBER OF PERSONS | | | | TOTAL |
|--------------------------|-------------------|-----------------|-----------------|-------|--------|
| | No Injuries | Minor Injury | Major Injury | Fatal | |
| Unknown | 9,817 | 554 | 39 | 7 | 10,417 |
| No restraint used | 1,525 | 738 | 117 | 45 | 2,425 |
| No restraint available . | 56 | 9 | 5 | — | 70 |
| Lap belt | 1,106 | 195 | 10 | — | 1,311 |
| Harness | 775 | 135 | 7 | 1 | 918 |
| Lap belt and harness ... | 18,981 | 3,617 | 150 | 23 | 22,771 |
| Child restraint | 897 | 69 | 4 | 3 | 973 |
| Bicycle visibility flag | 1 | — | — | — | 1 |
| Other restraint | 105 | 18 | 1 | — | 124 |
| ALL | 33,263 | 5,335 | 333 | 79 | 39,010 |

Table D.4.2
 Safety Equipment Use In 2000 Alaska Traffic Accidents
 Automobiles, Trucks, and Buses
 Percent by Safety Equipment Use

| SAFETY EQUIPMENT USE | PERCENT BY EQUIPMENT USE | | | | ALL |
|--------------------------|--------------------------|-----------------|-----------------|-------|-------|
| | No Injuries | Minor Injury | Major Injury | Fatal | |
| Unknown | 29.5 | 10.4 | 11.7 | 8.9 | 26.7 |
| No restraint used | 4.6 | 13.8 | 35.1 | 57.0 | 6.2 |
| No restraint available . | 0.2 | 0.2 | 1.5 | 0.0 | 0.2 |
| Lap belt | 3.3 | 3.7 | 3.0 | 0.0 | 3.4 |
| Harness | 2.3 | 2.5 | 2.1 | 1.3 | 2.4 |
| Lap belt and harness ... | 57.1 | 67.8 | 45.0 | 29.1 | 58.4 |
| Child restraint | 2.7 | 1.3 | 1.2 | 3.8 | 2.5 |
| Bicycle visibility flag | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Other restraint | 0.3 | 0.3 | 0.3 | 0.0 | 0.3 |
| ALL | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 |

Table D.4.3
 Safety Equipment Use In 2000 Alaska Traffic Accidents
 Automobiles, Trucks, and Buses
 Percent by Injury Severity

| SAFETY EQUIPMENT USE | PERCENT BY INJURY SEVERITY | | | | ALL |
|--------------------------|----------------------------|-----------------|-----------------|-------|-------|
| | No Injuries | Minor Injury | Major Injury | Fatal | |
| Unknown | 94.2 | 5.3 | 0.4 | 0.1 | 100.0 |
| No restraint used | 62.9 | 30.4 | 4.8 | 1.9 | 100.0 |
| No restraint available . | 80.0 | 12.9 | 7.1 | 0.0 | 100.0 |
| Lap belt | 84.4 | 14.9 | 0.8 | 0.0 | 100.0 |
| Harness | 84.4 | 14.7 | 0.8 | 0.1 | 100.0 |
| Lap belt and harness ... | 83.4 | 15.9 | 0.7 | 0.1 | 100.0 |
| Child restraint | 92.2 | 7.1 | 0.4 | 0.3 | 100.0 |
| Bicycle visibility flag | 100.0 | 0.0 | 0.0 | 0.0 | 100.0 |
| Other restraint | 84.7 | 14.5 | 0.8 | 0.0 | 100.0 |
| ALL | 85.3 | 13.7 | 0.9 | 0.2 | 100.0 |

Table D.5.1
Female Occupants In 2000 Alaska Traffic
Automobiles, Trucks, and Buses
by Age and Injury Severity

| AGE GROUP | NUMBER OF FEMALE OCCUPANTS | | | | TOTAL |
|----------------|----------------------------|-----------------|-----------------|-------|--------|
| | No Injuries | Minor Injury | Major Injury | Fatal | |
| Unknown | 770 | 94 | 2 | — | 866 |
| Under 4 | 391 | 27 | 4 | 2 | 424 |
| 4 — 10 | 635 | 106 | 3 | 1 | 745 |
| 11 — 15 | 590 | 126 | 8 | — | 724 |
| 16 — 20 | 2,085 | 494 | 28 | 8 | 2,615 |
| 21 — 25 | 1,179 | 332 | 16 | 2 | 1,529 |
| 26 — 30 | 1,048 | 299 | 16 | 3 | 1,366 |
| 31 — 35 | 918 | 239 | 8 | — | 1,165 |
| 36 — 40 | 1,105 | 285 | 10 | 1 | 1,401 |
| 41 — 45 | 1,055 | 234 | 9 | 3 | 1,301 |
| 46 — 50 | 771 | 236 | 12 | 1 | 1,020 |
| 51 — 55 | 589 | 171 | 3 | 1 | 764 |
| 56 — 60 | 385 | 104 | 4 | 1 | 494 |
| 61 — 64 | 166 | 57 | 6 | — | 229 |
| 65 — 70 | 164 | 55 | 1 | 2 | 222 |
| 71 — 74 | 94 | 24 | — | 1 | 119 |
| 75 — 80 | 97 | 32 | 3 | 2 | 134 |
| 81 — 85 | 44 | 17 | — | — | 61 |
| Over 85 | 21 | 11 | — | — | 32 |
| ALL AGES | 12,107 | 2,943 | 133 | 28 | 15,211 |

Table D.5.2
Male Occupants In 2000 Alaska Traffic Accidents
Automobiles, Trucks, and Buses
by Age and Injury Severity

| AGE GROUP | NUMBER OF MALE OCCUPANTS | | | | TOTAL |
|----------------|--------------------------|-----------------|-----------------|-------|--------|
| | No Injuries | Minor Injury | Major Injury | Fatal | |
| Unknown | 1,231 | 69 | 2 | — | 1,302 |
| Under 4 | 387 | 25 | 2 | — | 414 |
| 4 — 10 | 649 | 89 | 6 | 1 | 745 |
| 11 — 15 | 535 | 83 | 5 | 3 | 626 |
| 16 — 20 | 2,864 | 458 | 28 | 11 | 3,361 |
| 21 — 25 | 1,900 | 322 | 28 | 5 | 2,255 |
| 26 — 30 | 1,369 | 224 | 15 | 5 | 1,613 |
| 31 — 35 | 1,234 | 181 | 23 | 2 | 1,440 |
| 36 — 40 | 1,408 | 236 | 25 | 4 | 1,673 |
| 41 — 45 | 1,385 | 196 | 19 | 4 | 1,604 |
| 46 — 50 | 1,166 | 175 | 13 | 6 | 1,360 |
| 51 — 55 | 897 | 115 | 2 | 3 | 1,017 |
| 56 — 60 | 563 | 72 | 8 | 2 | 645 |
| 61 — 64 | 292 | 36 | 6 | — | 334 |
| 65 — 70 | 291 | 45 | 6 | 1 | 343 |
| 71 — 74 | 159 | 20 | 3 | 1 | 183 |
| 75 — 80 | 158 | 20 | 7 | 1 | 186 |
| 81 — 85 | 54 | 6 | — | 1 | 61 |
| Over 85 | 31 | 6 | 1 | 1 | 39 |
| ALL AGES | 16,573 | 2,378 | 199 | 51 | 19,201 |

Table D.5.3⁹
All Occupants In 2000 Alaska Traffic Accidents
Automobiles, Trucks, and Buses
by Age and Injury Severity

| AGE GROUP | NUMBER OF OCCUPANTS | | | | TOTAL |
|----------------|---------------------|--------------|--------------|-------|--------|
| | No Injuries | Minor Injury | Major Injury | Fatal | |
| Unknown | 6,510 | 171 | 5 | — | 6,686 |
| Under 4 | 788 | 53 | 6 | 2 | 849 |
| 4 — 10 | 1,289 | 196 | 9 | 2 | 1,496 |
| 11 — 15 | 1,138 | 209 | 13 | 3 | 1,363 |
| 16 — 20 | 4,964 | 953 | 56 | 19 | 5,992 |
| 21 — 25 | 3,084 | 655 | 44 | 7 | 3,790 |
| 26 — 30 | 2,423 | 523 | 31 | 8 | 2,985 |
| 31 — 35 | 2,154 | 420 | 31 | 2 | 2,607 |
| 36 — 40 | 2,516 | 521 | 35 | 5 | 3,077 |
| 41 — 45 | 2,444 | 430 | 28 | 7 | 2,909 |
| 46 — 50 | 1,942 | 411 | 25 | 7 | 2,385 |
| 51 — 55 | 1,489 | 286 | 5 | 4 | 1,784 |
| 56 — 60 | 948 | 177 | 12 | 3 | 1,140 |
| 61 — 64 | 459 | 94 | 12 | — | 565 |
| 65 — 70 | 456 | 100 | 7 | 3 | 566 |
| 71 — 74 | 253 | 44 | 3 | 2 | 302 |
| 75 — 80 | 256 | 52 | 10 | 3 | 321 |
| 81 — 85 | 98 | 23 | — | 1 | 122 |
| Over 85 | 52 | 17 | 1 | 1 | 71 |
| ALL AGES | 33,263 | 5,335 | 333 | 79 | 39,010 |

⁹Table D.5.3 includes occupants where sex was not indicated on the accident form.

Table D.6.1
2000 Alaska Traffic Accidents
Safety Equipment Use by Occupants Ages 0 Through 3 Years
by Injury Severity

| SAFETY EQUIPMENT USE | NUMBER OF OCCUPANTS | | | | TOTAL |
|--------------------------|---------------------|-----------------|-----------------|-------|-------|
| | No Injuries | Minor Injury | Major Injury | Fatal | |
| Unknown | 24 | 2 | — | — | 26 |
| No restraint used | 15 | 4 | 1 | — | 20 |
| Lap belt | 22 | 1 | — | — | 23 |
| Lap belt and harness ... | 104 | 5 | 2 | — | 111 |
| Child restraint | 622 | 41 | 3 | 2 | 668 |
| Other restraint | 1 | — | — | — | 1 |
| ALL | 788 | 53 | 6 | 2 | 849 |

Table D.6.2
2000 Alaska Traffic Accidents
Safety Equipment Use by Occupants Ages 4 Through 10 Years
by Injury Severity

| SAFETY EQUIPMENT USE | NUMBER OF OCCUPANTS | | | | TOTAL |
|--------------------------|---------------------|-----------------|-----------------|-------|-------|
| | No Injuries | Minor Injury | Major Injury | Fatal | |
| Unknown | 44 | 15 | — | 1 | 60 |
| No restraint used | 68 | 22 | 4 | — | 94 |
| No restraint available . | 2 | 1 | — | — | 3 |
| Lap belt | 196 | 34 | — | — | 230 |
| Harness | 40 | 4 | — | — | 44 |
| Lap belt and harness ... | 774 | 99 | 4 | — | 877 |
| Child restraint | 162 | 21 | 1 | 1 | 185 |
| Other restraint | 3 | — | — | — | 3 |
| ALL | 1,289 | 196 | 9 | 2 | 1,496 |

Table D.6.3
2000 Alaska Traffic Accidents
Safety Equipment Use by Occupants Ages 11 Through 15 Years
by Injury Severity

| SAFETY EQUIPMENT USE | NUMBER OF OCCUPANTS | | | | TOTAL |
|--------------------------|---------------------|-----------------|-----------------|-------|-------|
| | No Injuries | Minor Injury | Major Injury | Fatal | |
| Unknown | 48 | 16 | 1 | — | 65 |
| No restraint used | 119 | 36 | 8 | 2 | 165 |
| No restraint available . | 4 | — | 1 | — | 5 |
| Lap belt | 122 | 24 | 2 | — | 148 |
| Harness | 29 | 3 | 1 | — | 33 |
| Lap belt and harness ... | 801 | 130 | — | 1 | 932 |
| Child restraint | 6 | — | — | — | 6 |
| Other restraint | 9 | — | — | — | 9 |
| ALL | 1,138 | 209 | 13 | 3 | 1,363 |

E. PEDESTRIANS AND PEDALCYCLISTS

Table E.1.1
Pedestrians in 2000 Alaska Traffic Accidents
by Borough and Injury Severity

| BOROUGH | NUMBER OF PEDESTRIANS | | | | TOTAL |
|--------------------------|-----------------------|-----------------|-----------------|----------|-------|
| | No Injuries | Minor Injury | Major Injury | Fatality | |
| Greater Anchorage Area . | 14 | 68 | 13 | 6 | 101 |
| Fairbanks North Star ... | 1 | 6 | — | 1 | 8 |
| Kenai | 1 | 2 | 3 | — | 6 |
| Matanuska-Susitna | 1 | 7 | 2 | — | 10 |
| Greater Juneau Area | 2 | 9 | 2 | — | 13 |
| Kodiak | 1 | 3 | — | — | 4 |
| Ketchikan Gateway | — | 7 | — | — | 7 |
| Sitka | 1 | 2 | — | — | 3 |
| North Slope | — | 1 | 1 | 1 | 3 |
| Unorganized | 2 | 7 | 4 | 2 | 15 |
| STATEWIDE | 23 | 112 | 25 | 10 | 170 |

Table E.1.2
Pedestrians in 2000 Alaska Traffic Accidents
by Month and Injury Severity

| MONTH | NUMBER OF PEDESTRIANS | | | | TOTAL |
|-----------------|-----------------------|-----------------|-----------------|----------|-------|
| | No Injuries | Minor Injury | Major Injury | Fatality | |
| January | 1 | 7 | — | — | 8 |
| February | 2 | 10 | 1 | 1 | 14 |
| March | 2 | 5 | 7 | 1 | 15 |
| April | 3 | 5 | 2 | — | 10 |
| May | 1 | 9 | 1 | 1 | 12 |
| June | 1 | 9 | 3 | — | 13 |
| July | 2 | 8 | 1 | — | 11 |
| August | 3 | 11 | — | — | 14 |
| September | — | 12 | 2 | — | 14 |
| October | 2 | 10 | 4 | 3 | 19 |
| November | 2 | 19 | 1 | 2 | 24 |
| December | 4 | 7 | 3 | 2 | 16 |
| ALL YEAR | 23 | 112 | 25 | 10 | 170 |

Table E.1.3.
Pedestrians in 2000 Alaska Traffic Accidents
by Day of Week and Injury Severity

| DAY OF WEEK | NUMBER OF PEDESTRIANS | | | | TOTAL |
|-----------------|-----------------------|-----------------|-----------------|----------|-------|
| | No Injuries | Minor Injury | Major Injury | Fatality | |
| Friday | 3 | 23 | 7 | 3 | 36 |
| Saturday | 3 | 12 | 7 | 1 | 23 |
| Sunday | 4 | 9 | 5 | 1 | 19 |
| Monday | 4 | 16 | — | 1 | 21 |
| Tuesday | 5 | 26 | 2 | 1 | 34 |
| Wednesday | 2 | 17 | 2 | 3 | 24 |
| Thursday | 2 | 9 | 2 | — | 13 |
| ALL WEEK | 23 | 112 | 25 | 10 | 170 |

Table E.1.4
Pedestrians in 2000 Alaska Traffic Accidents
by Time of Day and Injury Severity

| TIME PERIOD | NUMBER OF PEDESTRIANS | | | | TOTAL |
|----------------------|-----------------------|-----------------|-----------------|----------|-------|
| | No Injuries | Minor Injury | Major Injury | Fatality | |
| 12 — 1:59 a.m. | 1 | 2 | 3 | 2 | 8 |
| 2 — 3:59 a.m. | 1 | 7 | 2 | — | 10 |
| 4 — 5:59 a.m. | — | 3 | — | — | 3 |
| 6 — 7:59 a.m. | 1 | 8 | 2 | 1 | 12 |
| 8 — 9:59 a.m. | 1 | 9 | 2 | — | 12 |
| 10 — 11:59 a.m. | 3 | 9 | — | 4 | 16 |
| 12 — 1:59 p.m. | 2 | 7 | 1 | — | 10 |
| 2 — 3:59 p.m. | 5 | 9 | 1 | — | 15 |
| 4 — 5:59 p.m. | 2 | 21 | 7 | 2 | 32 |
| 6 — 7:59 p.m. | 3 | 20 | 4 | — | 27 |
| 8 — 9:59 p.m. | 1 | 9 | 3 | 1 | 14 |
| 10 — 11:59 p.m. | 3 | 8 | — | — | 11 |
| ALL DAY | 23 | 112 | 25 | 10 | 170 |

Table E.2.1
Female Pedestrians In 2000 Alaska Traffic Accidents
by Age and Injury Severity

| AGE GROUP | NUMBER OF FEMALE PEDESTRIANS | | | | TOTAL |
|----------------|------------------------------|--------------|--------------|-------|-------|
| | No Injuries | Minor Injury | Major Injury | Fatal | |
| Unknown | 3 | 3 | — | — | 6 |
| 4 — 10 | 1 | 3 | 1 | — | 5 |
| 11 — 15 | — | 7 | — | — | 7 |
| 16 — 20 | — | 4 | — | — | 4 |
| 21 — 25 | — | 2 | — | — | 2 |
| 26 — 30 | — | 3 | 1 | — | 4 |
| 31 — 35 | — | 3 | 1 | — | 4 |
| 36 — 40 | — | 5 | 2 | — | 7 |
| 41 — 45 | 2 | 3 | — | — | 5 |
| 46 — 50 | 1 | 5 | 1 | 2 | 9 |
| 51 — 55 | 1 | 4 | — | — | 5 |
| 56 — 60 | — | — | 1 | — | 1 |
| 61 — 64 | — | 1 | — | — | 1 |
| 65 — 70 | — | 1 | 1 | — | 2 |
| 71 — 74 | — | 1 | — | — | 1 |
| ALL AGES | 8 | 45 | 8 | 2 | 63 |

Table E.2.2
Male Pedestrians In 2000 Alaska Traffic Accidents
by Age and Injury Severity

| AGE GROUP | NUMBER OF MALE PEDESTRIANS | | | | TOTAL |
|----------------|----------------------------|--------------|--------------|-------|-------|
| | No Injuries | Minor Injury | Major Injury | Fatal | |
| Unknown | 4 | 2 | — | — | 6 |
| Under 4 | — | 4 | 1 | 1 | 6 |
| 4 — 10 | 1 | 14 | 4 | — | 19 |
| 11 — 15 | — | 5 | 1 | — | 6 |
| 16 — 20 | 1 | 10 | 1 | 2 | 14 |
| 21 — 25 | — | 2 | — | — | 2 |
| 26 — 30 | 1 | 5 | 2 | — | 8 |
| 31 — 35 | 1 | 2 | — | 1 | 4 |
| 36 — 40 | 2 | 3 | 4 | — | 9 |
| 41 — 45 | — | 6 | 1 | — | 7 |
| 46 — 50 | — | 8 | 2 | — | 10 |
| 51 — 55 | — | 3 | — | — | 3 |
| 56 — 60 | — | — | 1 | — | 1 |
| 65 — 70 | — | 1 | — | — | 1 |
| 71 — 74 | 1 | — | — | — | 1 |
| 75 — 80 | — | 1 | — | 1 | 2 |
| 81 — 85 | — | — | — | 3 | 3 |
| ALL AGES | 11 | 66 | 17 | 8 | 102 |

Table E.2.3¹⁰
All Pedestrians In 2000 Alaska Traffic Accidents
by Age and Injury Severity

| AGE GROUP | NUMBER OF PEDESTRIANS | | | | TOTAL |
|----------------|-----------------------|--------------|--------------|-------|-------|
| | No Injuries | Minor Injury | Major Injury | Fatal | |
| Unknown | 10 | 5 | — | — | 15 |
| Under 4 | 1 | 4 | 1 | 1 | 7 |
| 4 — 10 | 2 | 18 | 5 | — | 25 |
| 11 — 15 | — | 12 | 1 | — | 13 |
| 16 — 20 | 1 | 14 | 1 | 2 | 18 |
| 21 — 25 | — | 4 | — | — | 4 |
| 26 — 30 | 1 | 8 | 3 | — | 12 |
| 31 — 35 | 1 | 5 | 1 | 1 | 8 |
| 36 — 40 | 2 | 8 | 6 | — | 16 |
| 41 — 45 | 2 | 9 | 1 | — | 12 |
| 46 — 50 | 1 | 13 | 3 | 2 | 19 |
| 51 — 55 | 1 | 7 | — | — | 8 |
| 56 — 60 | — | — | 2 | — | 2 |
| 61 — 64 | — | 1 | — | — | 1 |
| 65 — 70 | — | 2 | 1 | — | 3 |
| 71 — 74 | 1 | 1 | — | — | 2 |
| 75 — 80 | — | 1 | — | 1 | 2 |
| 81 — 85 | — | — | — | 3 | 3 |
| ALL AGES | 23 | 112 | 25 | 10 | 170 |

Table E.3.1
All Pedestrians In 2000 Alcohol-Related Traffic Accidents
by Age and Injury Severity

| AGE GROUP | NUMBER OF PEDESTRIANS | | | | TOTAL |
|----------------|-----------------------|--------------|--------------|-------|-------|
| | No Injuries | Minor Injury | Major Injury | Fatal | |
| Unknown | 2 | — | — | — | 2 |
| 26 — 30 | — | 5 | 1 | — | 6 |
| 31 — 35 | — | — | — | 1 | 1 |
| 36 — 40 | 1 | 3 | 3 | — | 7 |
| 41 — 45 | 1 | 2 | 1 | — | 4 |
| 46 — 50 | — | 6 | 2 | 1 | 9 |
| 51 — 55 | — | 2 | — | — | 2 |
| 56 — 60 | — | — | 2 | — | 2 |
| 65 — 70 | — | — | 1 | — | 1 |
| ALL AGES | 4 | 18 | 10 | 2 | 34 |

¹⁰Table E.2.3 and E.3.1 include pedestrians where sex was not indicated on the accident form.

Table E.4.1
Female Alcohol-Impaired Pedestrians In
2000 Alaska Traffic Accidents
by Age and Injury Severity

| AGE GROUP | NUMBER OF FEMALE PEDESTRIANS | | | | TOTAL |
|----------------|------------------------------|-----------------|-----------------|-------|-------|
| | No Injuries | Minor Injury | Major Injury | Fatal | |
| 26 - 30 | — | 2 | — | — | 2 |
| 41 - 45 | 1 | 1 | — | — | 2 |
| 46 - 50 | — | 3 | 1 | 1 | 5 |
| 51 - 55 | — | 1 | — | — | 1 |
| 56 - 60 | — | — | 1 | — | 1 |
| ALL AGES | 1 | 7 | 2 | 1 | 11 |

Table E.4.2
Male Alcohol-Impaired Pedestrians In
2000 Alaska Traffic Accidents
by Age and Injury Severity

| AGE GROUP | NUMBER OF MALE PEDESTRIANS | | | | TOTAL |
|----------------|----------------------------|-----------------|-----------------|-------|-------|
| | No Injuries | Minor Injury | Major Injury | Fatal | |
| 26 - 30 | — | 2 | 1 | — | 3 |
| 31 - 35 | — | — | — | 1 | 1 |
| 36 - 40 | 1 | 2 | 2 | — | 5 |
| 41 - 45 | — | 1 | 1 | — | 2 |
| 46 - 50 | — | 3 | 1 | — | 4 |
| 51 - 55 | — | 1 | — | — | 1 |
| 56 - 60 | — | — | 1 | — | 1 |
| ALL AGES | 1 | 9 | 6 | 1 | 17 |

Table E.4.3¹¹
 All Alcohol-Impaired Pedestrians In
 2000 Alaska Traffic Accidents
 by Age and Injury Severity

| AGE GROUP | NUMBER OF PEDESTRIANS | | | | TOTAL |
|----------------|-----------------------|-----------------|-----------------|-------|-------|
| | No Injuries | Minor Injury | Major Injury | Fatal | |
| Unknown | 1 | — | — | — | 1 |
| 26 — 30 | — | 4 | 1 | — | 5 |
| 31 — 35 | — | — | — | 1 | 1 |
| 36 — 40 | 1 | 2 | 2 | — | 5 |
| 41 — 45 | 1 | 2 | 1 | — | 4 |
| 46 — 50 | — | 6 | 2 | 1 | 9 |
| 51 — 55 | — | 2 | — | — | 2 |
| 56 — 60 | — | — | 2 | — | 2 |
| ALL AGES | 3 | 16 | 8 | 2 | 29 |

¹¹Table E.4.3 includes pedestrians where sex was not included on the accident form.

Table E.5.1¹²
Pedalcycles in 2000 Alaska Traffic Accidents
by Borough and Injury Severity

| BOROUGH | NUMBER OF PEDALCYCLES | | | | TOTAL |
|--------------------------|-----------------------|--------------|--------------|----------|-------|
| | No Injuries | Minor Injury | Major Injury | Fatality | |
| Greater Anchorage Area . | 33 | 96 | 5 | 1 | 135 |
| Fairbanks North Star ... | 3 | 13 | 3 | — | 19 |
| Kenai | 2 | 3 | 4 | 1 | 10 |
| Matanuska-Susitna | 1 | 1 | — | — | 2 |
| Greater Juneau Area | 1 | 3 | 1 | — | 5 |
| Kodiak | — | 5 | 1 | — | 6 |
| Ketchikan Gateway | 1 | 3 | — | — | 4 |
| Sitka | 1 | 3 | 1 | — | 5 |
| Haines | 1 | — | — | — | 1 |
| Unorganized | — | 1 | — | 1 | 2 |
| STATEWIDE | 43 | 128 | 15 | 3 | 189 |

Table E.5.2
Pedalcycles in 2000 Alaska Traffic Accidents
by Month and Injury Severity

| MONTH | NUMBER OF PEDALCYCLES | | | | TOTAL |
|-----------------|-----------------------|--------------|--------------|----------|-------|
| | No Injuries | Minor Injury | Major Injury | Fatality | |
| February | 1 | — | — | — | 1 |
| March | — | 2 | — | — | 2 |
| April | 1 | 6 | 2 | 1 | 10 |
| May | 6 | 20 | — | — | 26 |
| June | 10 | 36 | 3 | 1 | 50 |
| July | 8 | 26 | 3 | 1 | 38 |
| August | 7 | 18 | 3 | — | 28 |
| September | 5 | 12 | 1 | — | 18 |
| October | 3 | 5 | 3 | — | 11 |
| November | 2 | 2 | — | — | 4 |
| December | — | 1 | — | — | 1 |
| ALL YEAR | 43 | 128 | 15 | 3 | 189 |

¹²Tables E.5.1 through E.5.4 use vehicle injury severity. For example, on 86 bicycles the most serious injury was categorized as minor.

Table E.5.3.
Pedalcycles in 2000 Alaska Traffic Accidents
by Day of Week and Injury Severity

| DAY OF WEEK | NUMBER OF PEDALCYCLES | | | | TOTAL |
|-----------------|-----------------------|--------------|--------------|----------|-------|
| | No Injuries | Minor Injury | Major Injury | Fatality | |
| Friday | 8 | 27 | 2 | 1 | 38 |
| Saturday | 3 | 16 | 1 | 1 | 21 |
| Sunday | 3 | 15 | 1 | — | 19 |
| Monday | 11 | 14 | 4 | 1 | 30 |
| Tuesday | 5 | 16 | 2 | — | 23 |
| Wednesday | 4 | 21 | 1 | — | 26 |
| Thursday | 9 | 19 | 4 | — | 32 |
| ALL WEEK | 43 | 128 | 15 | 3 | 189 |

Table E.5.4
Pedalcycles in 2000 Alaska Traffic Accidents
by Time of Day and Injury Severity

| TIME PERIOD | NUMBER OF PEDALCYCLES | | | | TOTAL |
|----------------------|-----------------------|--------------|--------------|----------|-------|
| | No Injuries | Minor Injury | Major Injury | Fatality | |
| 12 — 1:59 a.m. | 1 | 2 | — | 1 | 4 |
| 2 — 3:59 a.m. | 1 | — | — | 1 | 2 |
| 6 — 7:59 a.m. | — | 7 | 1 | — | 8 |
| 8 — 9:59 a.m. | 1 | 7 | 1 | — | 9 |
| 10 — 11:59 a.m. | 1 | 11 | 6 | — | 18 |
| 12 — 1:59 p.m. | 3 | 14 | 1 | — | 18 |
| 2 — 3:59 p.m. | 11 | 24 | 2 | — | 37 |
| 4 — 5:59 p.m. | 14 | 27 | 2 | — | 43 |
| 6 — 7:59 p.m. | 7 | 23 | 2 | — | 32 |
| 8 — 9:59 p.m. | 1 | 9 | — | — | 10 |
| 10 — 11:59 p.m. | 3 | 4 | — | 1 | 8 |
| ALL DAY | 43 | 128 | 15 | 3 | 189 |

Table E.6.1
Female Pedalcyclists In 2000 Alaska Traffic Accidents
by Age and Injury Severity

| AGE GROUP | NUMBER OF FEMALE PEDALCYCLISTS | | | | TOTAL |
|----------------|--------------------------------|--------------|--------------|-------|-------|
| | No Injuries | Minor Injury | Major Injury | Fatal | |
| Unknown | 1 | — | — | — | 1 |
| 4 — 10 | 2 | 2 | — | — | 4 |
| 11 — 15 | 1 | 9 | — | — | 10 |
| 16 — 20 | — | 6 | — | 1 | 7 |
| 21 — 25 | 1 | 3 | 1 | — | 5 |
| 26 — 30 | — | 2 | — | — | 2 |
| 31 — 35 | — | 3 | — | — | 3 |
| 36 — 40 | 1 | 1 | — | — | 2 |
| 41 — 45 | 1 | 1 | 1 | — | 3 |
| 46 — 50 | — | 3 | 1 | — | 4 |
| 51 — 55 | 1 | 1 | — | — | 2 |
| ALL AGES | 8 | 31 | 3 | 1 | 43 |

Table E.6.2
Male Pedalcyclists In 2000 Alaska Traffic Accidents
by Age and Injury Severity

| AGE GROUP | NUMBER OF MALE PEDALCYCLISTS | | | | TOTAL |
|----------------|------------------------------|--------------|--------------|-------|-------|
| | No Injuries | Minor Injury | Major Injury | Fatal | |
| Unknown | 4 | 6 | — | — | 10 |
| 4 — 10 | 4 | 13 | 1 | — | 18 |
| 11 — 15 | 6 | 22 | 4 | — | 32 |
| 16 — 20 | 3 | 16 | 3 | 2 | 24 |
| 21 — 25 | 4 | 11 | — | — | 15 |
| 26 — 30 | 2 | 2 | — | — | 4 |
| 31 — 35 | — | 7 | — | — | 7 |
| 36 — 40 | 2 | 6 | 1 | — | 9 |
| 41 — 45 | 2 | 6 | 2 | — | 10 |
| 46 — 50 | 1 | 4 | — | 1 | 6 |
| 51 — 55 | — | 2 | — | — | 2 |
| 56 — 60 | — | 1 | 1 | — | 2 |
| 61 — 64 | 1 | 1 | — | — | 2 |
| 65 — 70 | 1 | — | — | — | 1 |
| ALL AGES | 30 | 97 | 12 | 3 | 142 |

Table E.6.3¹³
All Pedalcyclists In 2000 Alaska Traffic Accidents
by Age and Injury Severity

| AGE GROUP | NUMBER OF PEDALCYCLISTS | | | | TOTAL |
|----------------|-------------------------|--------------|--------------|-------|-------|
| | No Injuries | Minor Injury | Major Injury | Fatal | |
| Unknown | 10 | 6 | — | — | 16 |
| 4 — 10 | 6 | 15 | 1 | — | 22 |
| 11 — 15 | 7 | 31 | 4 | — | 42 |
| 16 — 20 | 3 | 23 | 3 | 3 | 32 |
| 21 — 25 | 5 | 14 | 1 | — | 20 |
| 26 — 30 | 2 | 4 | — | — | 6 |
| 31 — 35 | — | 10 | — | — | 10 |
| 36 — 40 | 3 | 7 | 1 | — | 11 |
| 41 — 45 | 3 | 7 | 3 | — | 13 |
| 46 — 50 | 1 | 7 | 1 | 1 | 10 |
| 51 — 55 | 1 | 3 | — | — | 4 |
| 56 — 60 | — | 1 | 1 | — | 2 |
| 61 — 64 | 1 | 1 | — | — | 2 |
| 65 — 70 | 1 | — | — | — | 1 |
| ALL AGES | 43 | 129 | 15 | 4 | 191 |

Table E.7.1
All Pedalcyclists In 2000 Alcohol-Related Traffic Accidents
by Age and Injury Severity

| AGE GROUP | NUMBER OF PEDALCYCLISTS | | | TOTAL |
|----------------|-------------------------|--------------|-------|-------|
| | No Injuries | Minor Injury | Fatal | |
| Unknown | — | 1 | — | 1 |
| 16 — 20 | — | — | 1 | 1 |
| 31 — 35 | — | 3 | — | 3 |
| 36 — 40 | — | 1 | — | 1 |
| 41 — 45 | 1 | — | — | 1 |
| 46 — 50 | 1 | 1 | 1 | 3 |
| 61 — 64 | 1 | — | — | 1 |
| ALL AGES | 3 | 6 | 2 | 11 |

¹³Table E.6.3 includes bicyclists where sex was not indicated on the accident form.

Table E.8.1
Female Alcohol-Impaired Pedalcyclists In
2000 Alaska Traffic Accidents
by Age and Injury Severity

| AGE GROUP | NUMBER OF FEMALE PEDALCY- CLISTS TOTAL |
|----------------|---|
| ALL AGES | 0 |

Table E.8.2
Male Alcohol-Impaired Pedalcyclists In
2000 Alaska Traffic Accidents
by Age and Injury Severity

| AGE GROUP | NUMBER OF MALE PEDALCYCLISTS | | | TOTAL |
|----------------|---------------------------------|-----------------|-------|-------|
| | No Injuries | Minor Injury | Fatal | |
| Unknown | — | 1 | — | 1 |
| 31 — 35 | — | 3 | — | 3 |
| 36 — 40 | — | 1 | — | 1 |
| 41 — 45 | 1 | — | — | 1 |
| 46 — 50 | 1 | — | 1 | 2 |
| ALL AGES | 2 | 5 | 1 | 8 |

Table E.8.3¹⁴
All Alcohol-Impaired Pedalcyclists In
2000 Alaska Traffic Accidents
by Age and Injury Severity

| AGE GROUP | NUMBER OF PEDALCYCLISTS | | | TOTAL |
|----------------|-------------------------|-----------------|-------|-------|
| | No Injuries | Minor Injury | Fatal | |
| Unknown | — | 1 | — | 1 |
| 31 — 35 | — | 3 | — | 3 |
| 36 — 40 | — | 1 | — | 1 |
| 41 — 45 | 1 | — | — | 1 |
| 46 — 50 | 1 | — | 1 | 2 |
| ALL AGES | 2 | 5 | 1 | 8 |

¹⁴Table E.8.3 includes bicyclists where sex was not indicated on the accident form.

F. MOTORCYCLES AND RECREATIONAL VEHICLES

Table F.1.1¹⁵
Motorcycles in 2000 Alaska Traffic Accidents
by Borough and Injury Severity

| BOROUGH | NUMBER OF MOTORCYCLES | | | | TOTAL |
|--------------------------|-----------------------|--------------|--------------|----------|-------|
| | No Injuries | Minor Injury | Major Injury | Fatality | |
| Greater Anchorage Area . | 13 | 42 | 9 | 1 | 65 |
| Fairbanks North Star ... | 7 | 8 | 1 | 1 | 17 |
| Kenai | 2 | 7 | 2 | 1 | 12 |
| Matanuska-Susitna | 2 | 6 | 3 | 1 | 12 |
| Greater Juneau Area | — | 5 | — | — | 5 |
| Ketchikan Gateway | 1 | 1 | — | — | 2 |
| North Slope | — | 2 | 2 | 1 | 5 |
| Bristol Bay | — | — | — | 1 | 1 |
| Unorganized | 1 | 2 | 6 | 1 | 10 |
| STATEWIDE | 26 | 73 | 23 | 7 | 129 |

Table F.1.2
Motorcycles in 2000 Alaska Traffic Accidents
by Month and Injury Severity

| MONTH | NUMBER OF MOTORCYCLES | | | | TOTAL |
|-----------------|-----------------------|--------------|--------------|----------|-------|
| | No Injuries | Minor Injury | Major Injury | Fatality | |
| January | — | 1 | — | — | 1 |
| March | — | 1 | — | — | 1 |
| April | 2 | 9 | — | — | 11 |
| May | 5 | 11 | 3 | — | 19 |
| June | 4 | 14 | 2 | 2 | 22 |
| July | 8 | 10 | 6 | 1 | 25 |
| August | 1 | 11 | 8 | 4 | 24 |
| September | 4 | 10 | 1 | — | 15 |
| October | 2 | 5 | 3 | — | 10 |
| November | — | 1 | — | — | 1 |
| ALL YEAR | 26 | 73 | 23 | 7 | 129 |

¹⁵Tables F.1.1 through F.1.4 use vehicle injury severity.

Table F.1.3
Motorcycles in 2000 Alaska Traffic Accidents
by Day of Week and Injury Severity

| DAY OF WEEK | NUMBER OF MOTORCYCLES | | | | TOTAL |
|-----------------|-----------------------|-----------------|-----------------|----------|-------|
| | No Injuries | Minor Injury | Major Injury | Fatality | |
| Friday | 7 | 5 | 7 | — | 19 |
| Saturday | 7 | 18 | 6 | 1 | 32 |
| Sunday | 3 | 11 | 2 | 2 | 18 |
| Monday | 3 | 5 | — | — | 8 |
| Tuesday | 3 | 17 | 2 | 3 | 25 |
| Wednesday | 1 | 10 | 5 | 1 | 17 |
| Thursday | 2 | 7 | 1 | — | 10 |
| ALL WEEK | 26 | 73 | 23 | 7 | 129 |

Table F.1.4
Motorcycles in 2000 Alaska Traffic Accidents
by Time of Day and Injury Severity

| TIME PERIOD | NUMBER OF MOTORCYCLES | | | | TOTAL |
|----------------------|-----------------------|-----------------|-----------------|----------|-------|
| | No Injuries | Minor Injury | Major Injury | Fatality | |
| 12 — 1:59 a.m. | 1 | 3 | 2 | 3 | 9 |
| 2 — 3:59 a.m. | 1 | 2 | — | — | 3 |
| 6 — 7:59 a.m. | 2 | 1 | 1 | — | 4 |
| 8 — 9:59 a.m. | 1 | 1 | 3 | — | 5 |
| 10 — 11:59 a.m. | — | 4 | 3 | 1 | 8 |
| 12 — 1:59 p.m. | 2 | 5 | 1 | 1 | 9 |
| 2 — 3:59 p.m. | 1 | 11 | 4 | — | 16 |
| 4 — 5:59 p.m. | 5 | 17 | 2 | — | 24 |
| 6 — 7:59 p.m. | 6 | 8 | 6 | — | 20 |
| 8 — 9:59 p.m. | 5 | 14 | 1 | — | 20 |
| 10 — 11:59 p.m. | 2 | 7 | — | 2 | 11 |
| ALL DAY | 26 | 73 | 23 | 7 | 129 |

Table F.2.1
Motorcycle Operators In 2000 Alaska Traffic Accidents
by Age and Injury Severity

| AGE GROUP | NUMBER OF MOTORCYCLE OPERATORS | | | | TOTAL |
|----------------|--------------------------------|-----------------|-----------------|-------|-------|
| | No Injuries | Minor Injury | Major Injury | Fatal | |
| Unknown | 4 | 1 | — | — | 5 |
| 11 — 15 | 1 | 2 | — | — | 3 |
| 16 — 20 | — | 7 | 4 | 1 | 12 |
| 21 — 25 | 3 | 15 | 1 | — | 19 |
| 26 — 30 | 7 | 13 | 2 | 1 | 23 |
| 31 — 35 | 3 | 7 | 5 | — | 15 |
| 36 — 40 | 3 | 6 | 1 | 1 | 11 |
| 41 — 45 | 1 | 7 | 2 | — | 10 |
| 46 — 50 | 2 | 7 | 3 | 3 | 15 |
| 51 — 55 | 1 | 5 | 2 | 1 | 9 |
| 56 — 60 | — | 2 | — | — | 2 |
| 61 — 64 | 1 | 1 | 2 | — | 4 |
| 65 — 70 | — | 1 | — | — | 1 |
| ALL AGES | 26 | 74 | 22 | 7 | 129 |

Table F.3.1
Female Motorcycle Riders In 2000 Alaska Traffic Accidents
by Age and Injury Severity

| AGE GROUP | NUMBER OF FEMALE MOTORCYCLE RIDERS | | | | TOTAL |
|----------------|------------------------------------|-----------------|-----------------|-------|-------|
| | No Injuries | Minor Injury | Major Injury | Fatal | |
| 16 - 20 | — | 1 | — | — | 1 |
| 26 - 30 | 3 | 3 | — | — | 6 |
| 36 - 40 | 1 | 2 | — | — | 3 |
| 41 - 45 | — | 1 | 1 | — | 2 |
| 46 - 50 | 1 | — | 1 | — | 2 |
| 51 - 55 | — | — | — | 1 | 1 |
| 56 - 60 | 1 | — | — | — | 1 |
| 61 - 64 | — | — | 1 | — | 1 |
| ALL AGES | 6 | 7 | 3 | 1 | 17 |

Table F.3.2
Male Motorcycle Riders In 2000 Alaska Traffic Accidents
by Age and Injury Severity

| AGE GROUP | NUMBER OF MALE MOTORCYCLE RIDERS | | | | TOTAL |
|----------------|----------------------------------|-----------------|-----------------|-------|-------|
| | No Injuries | Minor Injury | Major Injury | Fatal | |
| Unknown | 4 | — | — | — | 4 |
| 4 - 10 | — | 1 | — | — | 1 |
| 11 - 15 | 1 | 2 | — | — | 3 |
| 16 - 20 | 1 | 9 | 5 | 1 | 16 |
| 21 - 25 | 3 | 15 | 1 | — | 19 |
| 26 - 30 | 7 | 12 | 2 | 1 | 22 |
| 31 - 35 | 3 | 7 | 5 | — | 15 |
| 36 - 40 | 4 | 4 | 1 | 1 | 10 |
| 41 - 45 | 1 | 6 | 1 | — | 8 |
| 46 - 50 | 2 | 7 | 3 | 3 | 15 |
| 51 - 55 | 1 | 5 | 2 | — | 8 |
| 56 - 60 | — | 2 | — | — | 2 |
| 61 - 64 | 1 | 1 | 2 | — | 4 |
| 65 - 70 | — | 1 | — | — | 1 |
| ALL AGES | 28 | 72 | 22 | 6 | 128 |

Table F.3.3¹⁶
All Motorcycle Riders In 2000 Alaska Traffic Accidents
by Age and Injury Severity

| AGE GROUP | NUMBER OF MOTORCYCLE RIDERS | | | | TOTAL |
|----------------|-----------------------------|-----------------|-----------------|-------|-------|
| | No Injuries | Minor Injury | Major Injury | Fatal | |
| Unknown | 4 | 1 | — | — | 5 |
| 4 — 10 | — | 1 | — | — | 1 |
| 11 — 15 | 1 | 2 | — | — | 3 |
| 16 — 20 | 1 | 10 | 5 | 1 | 17 |
| 21 — 25 | 3 | 15 | 1 | — | 19 |
| 26 — 30 | 10 | 15 | 2 | 1 | 28 |
| 31 — 35 | 3 | 7 | 5 | — | 15 |
| 36 — 40 | 5 | 6 | 1 | 1 | 13 |
| 41 — 45 | 1 | 7 | 2 | — | 10 |
| 46 — 50 | 3 | 7 | 4 | 3 | 17 |
| 51 — 55 | 1 | 5 | 2 | 1 | 9 |
| 56 — 60 | 1 | 2 | — | — | 3 |
| 61 — 64 | 1 | 1 | 3 | — | 5 |
| 65 — 70 | — | 1 | — | — | 1 |
| ALL AGES | 34 | 80 | 25 | 7 | 146 |

¹⁶Table F.3.3 includes riders where sex was not indicated on the accident form.

Table F.4.1
All Motorcycle Riders In Alcohol-Related
2000 Alaska Traffic Accidents
by Age and Injury Severity

| AGE GROUP | NUMBER OF MOTORCYCLE RIDERS | | | | TOTAL |
|----------------|-----------------------------|-----------------|-----------------|-------|-------|
| | No Injuries | Minor Injury | Major Injury | Fatal | |
| 16 - 20 | 1 | 1 | 1 | 1 | 4 |
| 21 - 25 | — | 3 | — | — | 3 |
| 26 - 30 | 3 | — | 2 | 1 | 6 |
| 31 - 35 | 1 | 2 | 3 | — | 6 |
| 36 - 40 | — | 1 | 1 | 1 | 3 |
| 46 - 50 | 1 | 1 | — | 1 | 3 |
| ALL AGES | 6 | 8 | 7 | 4 | 25 |

Table F.5.1
All Motorcycle Riders With Alcohol-Impaired Motorcycle
Operators in 2000 Alaska Traffic Accidents
by Age and Injury Severity

| AGE GROUP | NUMBER OF MOTORCYCLE RIDERS | | | | TOTAL |
|----------------|-----------------------------|-----------------|-----------------|-------|-------|
| | No Injuries | Minor Injury | Major Injury | Fatal | |
| 16 - 20 | 1 | 1 | 1 | 1 | 4 |
| 21 - 25 | — | 1 | — | — | 1 |
| 26 - 30 | — | — | 2 | 1 | 3 |
| 31 - 35 | — | 2 | 2 | — | 4 |
| 36 - 40 | — | 1 | 1 | 1 | 3 |
| 46 - 50 | 1 | 1 | — | 1 | 3 |
| ALL AGES | 2 | 6 | 6 | 4 | 18 |

Table F.6.1
Motorcycle Riders in 2000 Alaska Traffic Accidents
by Helmet Use and Accident Severity

| HELMET USE | NUMBER OF MOTORCYCLE RIDERS | | | | TOTAL |
|-----------------------|-----------------------------|--------------|--------------|-------|-------|
| | No Injuries | Minor Injury | Major Injury | Fatal | |
| Unknown | 13 | 17 | 3 | — | 33 |
| Helmet not worn | 12 | 35 | 11 | 4 | 62 |
| Helmet worn | 9 | 28 | 11 | 3 | 51 |
| ALL | 34 | 80 | 25 | 7 | 146 |

Table F.6.2
Motorcycle Riders in 2000 Alaska Traffic Accidents
by Helmet Use and Head, Eye, or Face Injuries

| HELMET USE | NUMBER OF MOTORCYCLE RIDERS | | | | TOTAL |
|-----------------------|-----------------------------|---------------------------|---------------------------|-----------------------|-------|
| | No Head Injury Or Unknown | Head-Related Minor Injury | Head-Related Major Injury | Head-Related Fatality | |
| Unknown | 32 | 1 | — | — | 33 |
| Helmet not worn | 50 | 8 | 3 | 1 | 62 |
| Helmet worn | 48 | 2 | — | 1 | 51 |
| ALL | 130 | 11 | 3 | 2 | 146 |

Table F.7.1¹⁷
Snow Machines and All Terrain Vehicles in
2000 Alaska Traffic Accidents
by Borough and Injury Severity

| BOROUGH | NUMBER OF VEHICLES | | | | TOTAL |
|--------------------------|--------------------|-----------------|-----------------|----------|-------|
| | No Injuries | Minor Injury | Major Injury | Fatality | |
| Greater Anchorage Area . | 4 | 1 | — | — | 5 |
| Fairbanks North Star ... | 13 | 6 | 6 | 1 | 26 |
| Kenai | 2 | 5 | 1 | 3 | 11 |
| Matanuska-Susitna | 12 | 5 | 2 | 1 | 20 |
| Kodiak | — | 2 | 1 | — | 3 |
| North Slope | 4 | 13 | 1 | — | 18 |
| Unorganized | 8 | 7 | 7 | 1 | 23 |
| STATEWIDE | 43 | 39 | 18 | 6 | 106 |

Table F.7.2
Snow Machines and All Terrain Vehicles in
2000 Alaska Traffic Accidents
by Month and Injury Severity

| MONTH | NUMBER OF VEHICLES | | | | TOTAL |
|-----------------|--------------------|-----------------|-----------------|----------|-------|
| | No Injuries | Minor Injury | Major Injury | Fatality | |
| January | 12 | 4 | 4 | 3 | 23 |
| February | 9 | 6 | 3 | 1 | 19 |
| March | 3 | 5 | — | — | 8 |
| April | — | 2 | — | — | 2 |
| May | 1 | 2 | 3 | — | 6 |
| June | 2 | 4 | 2 | — | 8 |
| July | 5 | 6 | 2 | — | 13 |
| August | 1 | 3 | 1 | 1 | 6 |
| September | 5 | 1 | — | — | 6 |
| October | 1 | 2 | — | — | 3 |
| November | 1 | 1 | 1 | — | 3 |
| December | 3 | 3 | 2 | 1 | 9 |
| ALL YEAR | 43 | 39 | 18 | 6 | 106 |

¹⁷Tables F.7.1 through F.7.4 use vehicle injury severity.

Table F.7.3
Snow Machines and All Terrain Vehicles in
2000 Alaska Traffic Accidents
by Day of Week and Injury Severity

| DAY OF WEEK | NUMBER OF VEHICLES | | | | TOTAL |
|-----------------|--------------------|-----------------|-----------------|----------|-------|
| | No Injuries | Minor Injury | Major Injury | Fatality | |
| Friday | 11 | 6 | 2 | 3 | 22 |
| Saturday | 7 | 10 | 5 | — | 22 |
| Sunday | 8 | 5 | 4 | 1 | 18 |
| Monday | 3 | 5 | 1 | — | 9 |
| Tuesday | 3 | 5 | 1 | 2 | 11 |
| Wednesday | 7 | 7 | 2 | — | 16 |
| Thursday | 4 | 1 | 3 | — | 8 |
| ALL WEEK | 43 | 39 | 18 | 6 | 106 |

Table F.7.4
Snow Machines and All Terrain Vehicles in
2000 Alaska Traffic Accidents
by Time of Day and Injury Severity

| TIME PERIOD | NUMBER OF VEHICLES | | | | TOTAL |
|----------------------|--------------------|-----------------|-----------------|----------|-------|
| | No Injuries | Minor Injury | Major Injury | Fatality | |
| 12 — 1:59 a.m. | 1 | 4 | 2 | 2 | 9 |
| 2 — 3:59 a.m. | 1 | 4 | 1 | — | 6 |
| 4 — 5:59 a.m. | — | — | 1 | — | 1 |
| 6 — 7:59 a.m. | 1 | 2 | — | — | 3 |
| 8 — 9:59 a.m. | 1 | 2 | — | — | 3 |
| 10 — 11:59 a.m. | 5 | 2 | 3 | — | 10 |
| 12 — 1:59 p.m. | — | — | 1 | — | 1 |
| 2 — 3:59 p.m. | 8 | 5 | 2 | — | 15 |
| 4 — 5:59 p.m. | 8 | 9 | 3 | — | 20 |
| 6 — 7:59 p.m. | 11 | 3 | 2 | 1 | 17 |
| 8 — 9:59 p.m. | 4 | 6 | 2 | 2 | 14 |
| 10 — 11:59 p.m. | 3 | 2 | 1 | 1 | 7 |
| ALL DAY | 43 | 39 | 18 | 6 | 106 |

Table F.8.1
All Snow Machine and All Terrain Vehicle Operators
In 2000 Alaska Traffic Accidents
by Age and Injury Severity

| AGE GROUP | NUMBER OF OPERATORS | | | | TOTAL |
|----------------|---------------------|-----------------|-----------------|-------|-------|
| | No Injuries | Minor Injury | Major Injury | Fatal | |
| Unknown | 6 | — | — | — | 6 |
| 4 — 10 | 1 | 2 | — | — | 3 |
| 11 — 15 | 10 | 10 | 3 | — | 23 |
| 16 — 20 | 9 | 14 | 6 | 1 | 30 |
| 21 — 25 | 4 | 3 | 2 | — | 9 |
| 26 — 30 | 3 | 1 | — | — | 4 |
| 31 — 35 | 3 | 2 | 1 | 2 | 8 |
| 36 — 40 | 2 | 1 | 1 | — | 4 |
| 41 — 45 | 2 | — | 2 | — | 4 |
| 46 — 50 | 1 | 1 | — | 2 | 4 |
| 51 — 55 | 2 | — | — | — | 2 |
| 56 — 60 | 2 | 1 | — | — | 3 |
| 61 — 64 | 1 | — | — | — | 1 |
| 65 — 70 | — | 1 | — | — | 1 |
| ALL AGES | 46 | 36 | 15 | 5 | 102 |

Table F.9.1
Female Snow Machine and All Terrain Vehicle Riders
In 2000 Alaska Traffic Accidents
by Age and Injury Severity

| AGE GROUP | NUMBER OF FEMALE OCCUPANTS | | | | TOTAL |
|----------------|----------------------------|-----------------|-----------------|-------|-------|
| | No Injuries | Minor Injury | Major Injury | Fatal | |
| 4 - 10 | — | 1 | — | — | 1 |
| 11 - 15 | 5 | 6 | 2 | — | 13 |
| 16 - 20 | 3 | 7 | 1 | — | 11 |
| 21 - 25 | — | 1 | — | — | 1 |
| 26 - 30 | 1 | — | — | 1 | 2 |
| 36 - 40 | 1 | 1 | 1 | — | 3 |
| 41 - 45 | 1 | — | 1 | — | 2 |
| 46 - 50 | — | — | — | 1 | 1 |
| 56 - 60 | 2 | — | — | — | 2 |
| 65 - 70 | — | 1 | — | — | 1 |
| ALL AGES | 13 | 17 | 5 | 2 | 37 |

Table F.9.2
Male Snow Machine and All Terrain Vehicle Riders
In 2000 Alaska Traffic Accidents
by Age and Injury Severity

| AGE GROUP | NUMBER OF MALE OCCUPANTS | | | | TOTAL |
|----------------|--------------------------|-----------------|-----------------|-------|-------|
| | No Injuries | Minor Injury | Major Injury | Fatal | |
| Unknown | 1 | — | — | — | 1 |
| 4 - 10 | 2 | 1 | — | — | 3 |
| 11 - 15 | 9 | 9 | 2 | — | 20 |
| 16 - 20 | 9 | 14 | 7 | 1 | 31 |
| 21 - 25 | 4 | 2 | 2 | — | 8 |
| 26 - 30 | 3 | 1 | — | — | 4 |
| 31 - 35 | 3 | 2 | 1 | 2 | 8 |
| 36 - 40 | 3 | — | — | — | 3 |
| 41 - 45 | 1 | — | 1 | — | 2 |
| 46 - 50 | 1 | 1 | — | 1 | 3 |
| 51 - 55 | 2 | — | — | — | 2 |
| 56 - 60 | 1 | 1 | — | — | 2 |
| 61 - 64 | 1 | — | — | — | 1 |
| ALL AGES | 40 | 31 | 13 | 4 | 88 |

Table F.9.3¹⁸
All Snow Machine and All Terrain Vehicle Riders
In 2000 Alaska Traffic Accidents
by Age and Injury Severity

| AGE GROUP | NUMBER OF OCCUPANTS | | | | TOTAL |
|----------------|---------------------|-----------------|-----------------|-------|-------|
| | No Injuries | Minor Injury | Major Injury | Fatal | |
| Unknown | 7 | — | — | — | 7 |
| 4 — 10 | 2 | 2 | — | — | 4 |
| 11 — 15 | 15 | 15 | 4 | — | 34 |
| 16 — 20 | 12 | 21 | 8 | 1 | 42 |
| 21 — 25 | 4 | 3 | 2 | — | 9 |
| 26 — 30 | 4 | 1 | — | 1 | 6 |
| 31 — 35 | 3 | 2 | 1 | 2 | 8 |
| 36 — 40 | 4 | 1 | 1 | — | 6 |
| 41 — 45 | 2 | — | 2 | — | 4 |
| 46 — 50 | 1 | 1 | — | 2 | 4 |
| 51 — 55 | 2 | — | — | — | 2 |
| 56 — 60 | 3 | 1 | — | — | 4 |
| 61 — 64 | 1 | — | — | — | 1 |
| 65 — 70 | — | 1 | — | — | 1 |
| ALL AGES | 60 | 48 | 18 | 6 | 132 |

¹⁸Table F.9.3 includes riders where sex was not indicated on the accident form.

Table F.10.1
All Snow Machine and All Terrain Vehicle Riders
In 2000 Alcohol-Related Alaska Traffic Accidents
by Age and Injury Severity

| AGE GROUP | NUMBER OF OCCUPANTS | | | | TOTAL |
|----------------|---------------------|-----------------|-----------------|-------|-------|
| | No Injuries | Minor Injury | Major Injury | Fatal | |
| 11 - 15 | — | 1 | — | — | 1 |
| 16 - 20 | 2 | 9 | 3 | — | 14 |
| 21 - 25 | — | — | 1 | — | 1 |
| 26 - 30 | 1 | 1 | — | 1 | 3 |
| 31 - 35 | 2 | 1 | 1 | 1 | 5 |
| 46 - 50 | — | — | — | 2 | 2 |
| 56 - 60 | — | 1 | — | — | 1 |
| ALL AGES | 5 | 13 | 5 | 4 | 27 |

Table F.10.2
All Snow Machine and All Terrain Vehicle Riders
In 2000 Alcohol-Related Alaska Traffic Accidents
by Month and Injury Severity

| MONTH | NUMBER OF OCCUPANTS | | | | TOTAL |
|----------------|---------------------|-----------------|-----------------|-------|-------|
| | No Injuries | Minor Injury | Major Injury | Fatal | |
| January | 2 | 1 | 2 | 2 | 7 |
| February | — | 3 | 2 | 1 | 6 |
| March | — | 2 | — | — | 2 |
| May | — | 2 | — | — | 2 |
| June | — | 1 | — | — | 1 |
| July | 2 | 1 | — | — | 3 |
| August | — | 1 | — | — | 1 |
| November | — | 1 | — | — | 1 |
| December | 1 | 1 | 1 | 1 | 4 |
| TOTALS | 5 | 13 | 5 | 4 | 27 |

Table F.10.3
All Snow Machine and All Terrain Vehicle Riders
In 2000 Alcohol-Related Alaska Traffic Accidents
by Borough and Injury Severity

| BOROUGH | NUMBER OF OCCUPANTS | | | | TOTAL |
|--------------------------|---------------------|-----------------|-----------------|-------|-------|
| | No Injuries | Minor Injury | Major Injury | Fatal | |
| Greater Anchorage Area . | — | 1 | — | — | 1 |
| Fairbanks North Star ... | 2 | — | — | 1 | 3 |
| Kenai | — | 1 | 1 | 3 | 5 |
| Matanuska-Susitna | 2 | 1 | 1 | — | 4 |
| Kodiak | — | 4 | 1 | — | 5 |
| North Slope | 1 | 3 | — | — | 4 |
| Unorganized | — | 3 | 2 | — | 5 |
| TOTALS | 5 | 13 | 5 | 4 | 27 |

Table F.10.4
All Snow Machine and All Terrain Vehicle Riders
In 2000 Alcohol-Related Alaska Traffic Accidents
by City and Injury Severity

| CITY | NUMBER OF OCCUPANTS | | | | TOTAL |
|--------------------|---------------------|-----------------|-----------------|-------|-------|
| | No Injuries | Minor Injury | Major Injury | Fatal | |
| Anchorage | — | 1 | — | — | 1 |
| Fairbanks | 1 | — | — | 1 | 2 |
| Bethel | — | 3 | — | — | 3 |
| Wasilla | 2 | — | — | — | 2 |
| Barrow | — | 3 | — | — | 3 |
| Dillingham | — | — | 1 | — | 1 |
| Rural | 2 | 6 | 3 | 3 | 14 |
| Smaller Towns..... | — | — | 1 | — | 1 |
| TOTALS | 5 | 13 | 5 | 4 | 27 |

Table F.11.1
Female Riders With Alcohol-Impaired Recreational Vehicle Operators
In 2000 Alaska Traffic Accidents — by Age and Injury Severity

| AGE GROUP | NUMBER OF FEMALE OCCUPANTS | | | TOTAL |
|----------------|----------------------------|--------------|-------|-------|
| | No Injuries | Minor Injury | Fatal | |
| 16 – 20 | 1 | 2 | — | 3 |
| 26 – 30 | — | — | 1 | 1 |
| 46 – 50 | — | — | 1 | 1 |
| ALL AGES | 1 | 2 | 2 | 5 |

Table F.11.2
Male Riders With Alcohol-Impaired Recreational Vehicle Operators
In 2000 Alaska Traffic Accidents — by Age and Injury Severity

| AGE GROUP | NUMBER OF MALE OCCUPANTS | | | | TOTAL |
|----------------|--------------------------|--------------|--------------|-------|-------|
| | No Injuries | Minor Injury | Major Injury | Fatal | |
| 11 – 15 | — | 1 | — | — | 1 |
| 16 – 20 | 1 | 7 | 3 | — | 11 |
| 21 – 25 | — | — | 1 | — | 1 |
| 26 – 30 | 1 | 1 | — | — | 2 |
| 31 – 35 | 1 | 1 | 1 | 1 | 4 |
| 46 – 50 | — | — | — | 1 | 1 |
| 56 – 60 | — | 1 | — | — | 1 |
| ALL AGES | 3 | 11 | 5 | 2 | 21 |

Table F.11.3¹⁹
All Riders With Alcohol-Impaired Recreational Vehicle Operators
In 2000 Alaska Traffic Accidents — by Age and Injury Severity

| AGE GROUP | NUMBER OF OCCUPANTS | | | | TOTAL |
|----------------|---------------------|--------------|--------------|-------|-------|
| | No Injuries | Minor Injury | Major Injury | Fatal | |
| 11 – 15 | — | 1 | — | — | 1 |
| 16 – 20 | 2 | 9 | 3 | — | 14 |
| 21 – 25 | — | — | 1 | — | 1 |
| 26 – 30 | 1 | 1 | — | 1 | 3 |
| 31 – 35 | 1 | 1 | 1 | 1 | 4 |
| 46 – 50 | — | — | — | 2 | 2 |
| 56 – 60 | — | 1 | — | — | 1 |
| ALL AGES | 4 | 13 | 5 | 4 | 26 |

¹⁹Table F.11.3 includes riders where sex was not indicated on the accident form.

Table F.12.1
All Snow Machine and All Terrain Vehicle Riders
In 2000 Alaska Traffic Accidents
by Helmet Use and Injury Severity

| HELMET USE | NUMBER OF RV OCCUPANTS | | | | TOTAL |
|-----------------------|------------------------|--------------|--------------|-------|-------|
| | No Injuries | Minor Injury | Major Injury | Fatal | |
| Unknown | 25 | 3 | 3 | 1 | 32 |
| Helmet not worn | 27 | 39 | 10 | 3 | 79 |
| Helmet worn | 8 | 6 | 5 | 2 | 21 |
| ALL | 60 | 48 | 18 | 6 | 132 |

Table F.12.2
All Snow Machine and All Terrain Vehicle Riders
In 2000 Alaska Traffic Accidents
by Helmet Use and Head, Eye, or Face Injuries

| HELMET USE | NUMBER OF RV OCCUPANTS | | | TOTAL |
|-----------------------|---------------------------|---------------------------|---------------------------|-------|
| | No Head Injury Or Unknown | Head-Related Minor Injury | Head-Related Major Injury | |
| Unknown | 32 | — | — | 32 |
| Helmet not worn | 60 | 14 | 5 | 79 |
| Helmet worn | 20 | — | 1 | 21 |
| ALL | 112 | 14 | 6 | 132 |

G. ALCOHOL INVOLVEMENT FOR ALL VEHICLES

Table G.1.1
2000 Alaska Alcohol-Related Traffic Accidents
by Month and Accident Severity — All Vehicles

| MONTH | NUMBER OF ACCIDENTS | | | | TOTAL |
|-----------------|----------------------------|-----------------|-----------------|-------|-------|
| | Property Damage Only | Minor Injury | Major Injury | Fatal | |
| January | 69 | 35 | 3 | 2 | 109 |
| February | 46 | 31 | 6 | 2 | 85 |
| March | 61 | 25 | 6 | 1 | 93 |
| April | 43 | 29 | 5 | 4 | 81 |
| May | 47 | 35 | 12 | 3 | 97 |
| June | 43 | 31 | 7 | 4 | 85 |
| July | 45 | 33 | 13 | 4 | 95 |
| August | 49 | 39 | 10 | 5 | 103 |
| September | 46 | 38 | 6 | 4 | 94 |
| October | 58 | 22 | 6 | 5 | 91 |
| November | 55 | 34 | 2 | 2 | 93 |
| December | 67 | 39 | 11 | 2 | 119 |
| ALL YEAR | 629 | 391 | 87 | 38 | 1,145 |

Table G.1.2
2000 Alaska Alcohol-Related Traffic Accidents
Percent by Month and Accident Severity — All Vehicles

| MONTH | PERCENT BY MONTH | | | | ALL |
|-----------------|----------------------------|-----------------|-----------------|-------|-------|
| | Property Damage Only | Minor Injury | Major Injury | Fatal | |
| January | 11.0 | 9.0 | 3.4 | 5.3 | 9.5 |
| February | 7.3 | 7.9 | 6.9 | 5.3 | 7.4 |
| March | 9.7 | 6.4 | 6.9 | 2.6 | 8.1 |
| April | 6.8 | 7.4 | 5.7 | 10.5 | 7.1 |
| May | 7.5 | 9.0 | 13.8 | 7.9 | 8.5 |
| June | 6.8 | 7.9 | 8.0 | 10.5 | 7.4 |
| July | 7.2 | 8.4 | 14.9 | 10.5 | 8.3 |
| August | 7.8 | 10.0 | 11.5 | 13.2 | 9.0 |
| September | 7.3 | 9.7 | 6.9 | 10.5 | 8.2 |
| October | 9.2 | 5.6 | 6.9 | 13.2 | 7.9 |
| November | 8.7 | 8.7 | 2.3 | 5.3 | 8.1 |
| December | 10.7 | 10.0 | 12.6 | 5.3 | 10.4 |
| ALL YEAR | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 |

Table G.1.3
2000 Alaska Alcohol-Related Traffic Accidents
Percent by Accident Severity and Month — All Vehicles

| MONTH | PERCENT BY ACCIDENT SEVERITY | | | | ALL |
|-----------------|------------------------------|-----------------|-----------------|-------|-------|
| | Property Damage Only | Minor Injury | Major Injury | Fatal | |
| January | 63.3 | 32.1 | 2.8 | 1.8 | 100.0 |
| February | 54.1 | 36.5 | 7.1 | 2.4 | 100.0 |
| March | 65.6 | 26.9 | 6.5 | 1.1 | 100.0 |
| April | 53.1 | 35.8 | 6.2 | 4.9 | 100.0 |
| May | 48.5 | 36.1 | 12.4 | 3.1 | 100.0 |
| June | 50.6 | 36.5 | 8.2 | 4.7 | 100.0 |
| July | 47.4 | 34.7 | 13.7 | 4.2 | 100.0 |
| August | 47.6 | 37.9 | 9.7 | 4.9 | 100.0 |
| September | 48.9 | 40.4 | 6.4 | 4.3 | 100.0 |
| October | 63.7 | 24.2 | 6.6 | 5.5 | 100.0 |
| November | 59.1 | 36.6 | 2.2 | 2.2 | 100.0 |
| December | 56.3 | 32.8 | 9.2 | 1.7 | 100.0 |
| ALL YEAR | 54.9 | 34.1 | 7.6 | 3.3 | 100.0 |

Table G.2.1
2000 Alaska Alcohol-Related Traffic Accidents
by Day of Week and Accident Severity — All Vehicles

| DAY OF WEEK | NUMBER OF ACCIDENTS | | | | TOTAL |
|-----------------|----------------------------|-----------------|-----------------|-------|-------|
| | Property Damage Only | Minor Injury | Major Injury | Fatal | |
| Friday | 93 | 61 | 11 | 7 | 172 |
| Saturday | 129 | 89 | 16 | 8 | 242 |
| Sunday | 120 | 84 | 20 | 8 | 232 |
| Monday | 65 | 44 | 6 | 4 | 119 |
| Tuesday | 80 | 40 | 13 | 3 | 136 |
| Wednesday | 74 | 30 | 12 | 6 | 122 |
| Thursday | 68 | 43 | 9 | 2 | 122 |
| ALL WEEK | 629 | 391 | 87 | 38 | 1,145 |

Table G.2.2
2000 Alaska Alcohol-Related Traffic Accidents
Percent by Day of Week and Accident Severity — All Vehicles

| DAY OF WEEK | PERCENT BY DAY OF WEEK | | | | ALL |
|-----------------|----------------------------|-----------------|-----------------|-------|-------|
| | Property Damage Only | Minor Injury | Major Injury | Fatal | |
| Friday | 14.8 | 15.6 | 12.6 | 18.4 | 15.0 |
| Saturday | 20.5 | 22.8 | 18.4 | 21.1 | 21.1 |
| Sunday | 19.1 | 21.5 | 23.0 | 21.1 | 20.3 |
| Monday | 10.3 | 11.3 | 6.9 | 10.5 | 10.4 |
| Tuesday | 12.7 | 10.2 | 14.9 | 7.9 | 11.9 |
| Wednesday | 11.8 | 7.7 | 13.8 | 15.8 | 10.7 |
| Thursday | 10.8 | 11.0 | 10.3 | 5.3 | 10.7 |
| ALL WEEK | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 |

Table G.2.3
2000 Alaska Alcohol-Related Traffic Accidents
Percent by Accident Severity and Day of Week — All Vehicles

| DAY OF WEEK | PERCENT BY ACCIDENT SEVERITY | | | | ALL |
|-----------------|------------------------------|-----------------|-----------------|-------|-------|
| | Property Damage Only | Minor Injury | Major Injury | Fatal | |
| Friday | 54.1 | 35.5 | 6.4 | 4.1 | 100.0 |
| Saturday | 53.3 | 36.8 | 6.6 | 3.3 | 100.0 |
| Sunday | 51.7 | 36.2 | 8.6 | 3.4 | 100.0 |
| Monday | 54.6 | 37.0 | 5.0 | 3.4 | 100.0 |
| Tuesday | 58.8 | 29.4 | 9.6 | 2.2 | 100.0 |
| Wednesday | 60.7 | 24.6 | 9.8 | 4.9 | 100.0 |
| Thursday | 55.7 | 35.2 | 7.4 | 1.6 | 100.0 |
| ALL WEEK | 54.9 | 34.1 | 7.6 | 3.3 | 100.0 |

Table G.3.1
2000 Alaska Alcohol-Related Traffic Accidents
by Time of Day and Accident Severity — All Vehicles

| TIME PERIOD | NUMBER OF ACCIDENTS | | | | TOTAL |
|----------------------|----------------------------|-----------------|-----------------|-------|-------|
| | Property Damage Only | Minor Injury | Major Injury | Fatal | |
| 12 — 1:59 a.m. | 97 | 54 | 18 | 12 | 181 |
| 2 — 3:59 a.m. | 86 | 72 | 17 | 5 | 180 |
| 4 — 5:59 a.m. | 46 | 34 | 8 | 1 | 89 |
| 6 — 7:59 a.m. | 32 | 15 | 2 | 1 | 50 |
| 8 — 9:59 a.m. | 23 | 5 | 2 | — | 30 |
| 10 — 11:59 a.m. | 22 | 6 | — | 2 | 30 |
| 12 — 1:59 p.m. | 21 | 10 | 3 | — | 34 |
| 2 — 3:59 p.m. | 20 | 18 | 4 | 2 | 44 |
| 4 — 5:59 p.m. | 52 | 36 | 5 | 3 | 96 |
| 6 — 7:59 p.m. | 61 | 49 | 6 | — | 116 |
| 8 — 9:59 p.m. | 76 | 44 | 11 | 6 | 137 |
| 10 — 11:59 p.m. | 93 | 48 | 11 | 6 | 158 |
| ALL DAY | 629 | 391 | 87 | 38 | 1,145 |

Table G.3.2
2000 Alaska Alcohol-Related Traffic Accidents
Percent by Time of Day and Accident Severity— All Vehicles

| TIME PERIOD | PERCENT BY TWO-HOUR PERIOD | | | | ALL |
|----------------------|----------------------------|-----------------|-----------------|-------|-------|
| | Property Damage Only | Minor Injury | Major Injury | Fatal | |
| 12 — 1:59 a.m. | 15.4 | 13.8 | 20.7 | 31.6 | 15.8 |
| 2 — 3:59 a.m. | 13.7 | 18.4 | 19.5 | 13.2 | 15.7 |
| 4 — 5:59 a.m. | 7.3 | 8.7 | 9.2 | 2.6 | 7.8 |
| 6 — 7:59 a.m. | 5.1 | 3.8 | 2.3 | 2.6 | 4.4 |
| 8 — 9:59 a.m. | 3.7 | 1.3 | 2.3 | 0.0 | 2.6 |
| 10 — 11:59 a.m. | 3.5 | 1.5 | 0.0 | 5.3 | 2.6 |
| 12 — 1:59 p.m. | 3.3 | 2.6 | 3.4 | 0.0 | 3.0 |
| 2 — 3:59 p.m. | 3.2 | 4.6 | 4.6 | 5.3 | 3.8 |
| 4 — 5:59 p.m. | 8.3 | 9.2 | 5.7 | 7.9 | 8.4 |
| 6 — 7:59 p.m. | 9.7 | 12.5 | 6.9 | 0.0 | 10.1 |
| 8 — 9:59 p.m. | 12.1 | 11.3 | 12.6 | 15.8 | 12.0 |
| 10 — 11:59 p.m. | 14.8 | 12.3 | 12.6 | 15.8 | 13.8 |
| ALL DAY | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 |

Table G.3.3
2000 Alaska Alcohol-Related Traffic Accidents
Percent by Accident Severity and Time of Day — All Vehicles

| TIME PERIOD | PERCENT BY ACCIDENT SEVERITY | | | | ALL |
|----------------------|------------------------------|-----------------|-----------------|-------|-------|
| | Property Damage Only | Minor Injury | Major Injury | Fatal | |
| 12 — 1:59 a.m. | 53.6 | 29.8 | 9.9 | 6.6 | 100.0 |
| 2 — 3:59 a.m. | 47.8 | 40.0 | 9.4 | 2.8 | 100.0 |
| 4 — 5:59 a.m. | 51.7 | 38.2 | 9.0 | 1.1 | 100.0 |
| 6 — 7:59 a.m. | 64.0 | 30.0 | 4.0 | 2.0 | 100.0 |
| 8 — 9:59 a.m. | 76.7 | 16.7 | 6.7 | 0.0 | 100.0 |
| 10 — 11:59 a.m. | 73.3 | 20.0 | 0.0 | 6.7 | 100.0 |
| 12 — 1:59 p.m. | 61.8 | 29.4 | 8.8 | 0.0 | 100.0 |
| 2 — 3:59 p.m. | 45.5 | 40.9 | 9.1 | 4.5 | 100.0 |
| 4 — 5:59 p.m. | 54.2 | 37.5 | 5.2 | 3.1 | 100.0 |
| 6 — 7:59 p.m. | 52.6 | 42.2 | 5.2 | 0.0 | 100.0 |
| 8 — 9:59 p.m. | 55.5 | 32.1 | 8.0 | 4.4 | 100.0 |
| 10 — 11:59 p.m. | 58.9 | 30.4 | 7.0 | 3.8 | 100.0 |
| ALL DAY | 54.9 | 34.1 | 7.6 | 3.3 | 100.0 |

Table G.4.1
2000 Alaska Alcohol-Related Traffic Accidents
by Borough and Accident Severity — All Vehicles

| BOROUGH | NUMBER OF ACCIDENTS | | | | TOTAL |
|--------------------------|----------------------------|-----------------|-----------------|-------|-------|
| | Property Damage Only | Minor Injury | Major Injury | Fatal | |
| Greater Anchorage Area . | 376 | 210 | 33 | 11 | 630 |
| Fairbanks North Star ... | 80 | 32 | 7 | 5 | 124 |
| Kenai | 46 | 35 | 7 | 6 | 94 |
| Matanuska-Susitna | 58 | 45 | 14 | 3 | 120 |
| Greater Juneau Area | 12 | 17 | 5 | 1 | 35 |
| Kodiak | 13 | 8 | 4 | — | 25 |
| Ketchikan Gateway | 6 | 5 | 1 | — | 12 |
| Sitka | 8 | 4 | 1 | — | 13 |
| North Slope | 3 | 5 | 2 | 1 | 11 |
| Haines | 2 | 1 | 2 | 1 | 6 |
| Bristol Bay | 1 | 2 | — | 1 | 4 |
| Unorganized | 24 | 27 | 11 | 9 | 71 |
| STATEWIDE | 629 | 391 | 87 | 38 | 1,145 |

Table G.4.2
2000 Alaska Alcohol-Related Traffic Accidents
Percent by Borough and Accident Severity — All Vehicles

| BOROUGH | PERCENT BY BOROUGH | | | | ALL |
|--------------------------|----------------------------|-----------------|-----------------|-------|-------|
| | Property Damage Only | Minor Injury | Major Injury | Fatal | |
| Greater Anchorage Area . | 59.8 | 53.7 | 37.9 | 28.9 | 55.0 |
| Fairbanks North Star ... | 12.7 | 8.2 | 8.0 | 13.2 | 10.8 |
| Kenai | 7.3 | 9.0 | 8.0 | 15.8 | 8.2 |
| Matanuska-Susitna | 9.2 | 11.5 | 16.1 | 7.9 | 10.5 |
| Greater Juneau Area | 1.9 | 4.3 | 5.7 | 2.6 | 3.1 |
| Kodiak | 2.1 | 2.0 | 4.6 | 0.0 | 2.2 |
| Ketchikan Gateway | 1.0 | 1.3 | 1.1 | 0.0 | 1.0 |
| Sitka | 1.3 | 1.0 | 1.1 | 0.0 | 1.1 |
| North Slope | 0.5 | 1.3 | 2.3 | 2.6 | 1.0 |
| Haines | 0.3 | 0.3 | 2.3 | 2.6 | 0.5 |
| Bristol Bay | 0.2 | 0.5 | 0.0 | 2.6 | 0.3 |
| Unorganized | 3.8 | 6.9 | 12.6 | 23.7 | 6.2 |
| STATEWIDE | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 |

Table G.4.3
2000 Alaska Alcohol-Related Traffic Accidents
Percent by Accident Severity and Borough — All Vehicles

| BOROUGH | PERCENT BY ACCIDENT SEVERITY | | | | ALL |
|--------------------------|------------------------------|-----------------|-----------------|-------|-------|
| | Property Damage Only | Minor Injury | Major Injury | Fatal | |
| Greater Anchorage Area . | 59.7 | 33.3 | 5.2 | 1.7 | 100.0 |
| Fairbanks North Star ... | 64.5 | 25.8 | 5.6 | 4.0 | 100.0 |
| Kenai | 48.9 | 37.2 | 7.4 | 6.4 | 100.0 |
| Matanuska-Susitna | 48.3 | 37.5 | 11.7 | 2.5 | 100.0 |
| Greater Juneau Area | 34.3 | 48.6 | 14.3 | 2.9 | 100.0 |
| Kodiak | 52.0 | 32.0 | 16.0 | 0.0 | 100.0 |
| Ketchikan Gateway | 50.0 | 41.7 | 8.3 | 0.0 | 100.0 |
| Sitka | 61.5 | 30.8 | 7.7 | 0.0 | 100.0 |
| North Slope | 27.3 | 45.5 | 18.2 | 9.1 | 100.0 |
| Haines | 33.3 | 16.7 | 33.3 | 16.7 | 100.0 |
| Bristol Bay | 25.0 | 50.0 | 0.0 | 25.0 | 100.0 |
| Unorganized | 33.8 | 38.0 | 15.5 | 12.7 | 100.0 |
| STATEWIDE | 54.9 | 34.1 | 7.6 | 3.3 | 100.0 |

Table G.5.1
Persons Involved in 2000 Alcohol-Related Traffic Accidents
by Age and Injury Severity — All Vehicles

| AGE | NUMBER OF PERSONS | | | | TOTAL |
|----------------|-------------------|-----------------|-----------------|-------|-------|
| | No Injuries | Minor Injury | Major Injury | Fatal | |
| Unknown | 309 | 22 | 1 | — | 332 |
| Under 4 | 31 | 2 | 1 | — | 34 |
| 4 — 10 | 38 | 15 | 1 | — | 54 |
| 11 — 15 | 47 | 18 | 7 | 2 | 74 |
| 16 — 20 | 263 | 110 | 20 | 11 | 404 |
| 21 — 25 | 291 | 107 | 17 | 4 | 419 |
| 26 — 30 | 204 | 80 | 9 | 7 | 300 |
| 31 — 35 | 166 | 52 | 13 | 2 | 233 |
| 36 — 40 | 171 | 76 | 16 | 4 | 267 |
| 41 — 45 | 173 | 35 | 7 | 2 | 217 |
| 46 — 50 | 105 | 45 | 8 | 7 | 165 |
| 51 — 55 | 79 | 25 | 1 | 2 | 107 |
| 56 — 60 | 30 | 11 | 5 | 2 | 48 |
| 61 — 64 | 17 | 7 | 3 | — | 27 |
| 65 — 70 | 21 | 5 | 2 | 1 | 29 |
| 71 — 74 | 5 | 6 | — | — | 11 |
| 75 — 80 | 8 | 3 | — | 2 | 13 |
| 81 — 85 | 5 | — | — | — | 5 |
| Over 85 | 1 | 2 | — | — | 3 |
| ALL AGES | 1,964 | 621 | 111 | 46 | 2,742 |

Table G.5.2
Persons Involved in 2000 Alcohol-Related Traffic Accidents
by Month and Injury Severity — All Vehicles

| MONTH | NUMBER OF PERSONS | | | | TOTAL |
|-----------------|-------------------|-----------------|-----------------|-------|-------|
| | No Injuries | Minor Injury | Major Injury | Fatal | |
| January | 229 | 51 | 3 | 3 | 286 |
| February | 160 | 49 | 6 | 2 | 217 |
| March | 169 | 36 | 7 | 1 | 213 |
| April | 143 | 45 | 8 | 5 | 201 |
| May | 146 | 55 | 13 | 3 | 217 |
| June | 140 | 60 | 9 | 4 | 213 |
| July | 193 | 51 | 19 | 10 | 273 |
| August | 132 | 62 | 12 | 5 | 211 |
| September | 148 | 61 | 11 | 4 | 224 |
| October | 167 | 31 | 6 | 5 | 209 |
| November | 153 | 48 | 3 | 2 | 206 |
| December | 184 | 72 | 14 | 2 | 272 |
| ALL YEAR | 1,964 | 621 | 111 | 46 | 2,742 |

Table G.5.3
Persons Involved in 2000 Alcohol-Related Traffic Accidents
by Borough and Injury Severity — All Vehicles

| BOROUGH | NUMBER OF PERSONS | | | | TOTAL |
|--------------------------|-------------------|-----------------|-----------------|-------|-------|
| | No Injuries | Minor Injury | Major Injury | Fatal | |
| Greater Anchorage Area . | 1,267 | 326 | 41 | 12 | 1,646 |
| Fairbanks North Star ... | 217 | 53 | 10 | 10 | 290 |
| Kenai | 114 | 53 | 10 | 8 | 185 |
| Matanuska-Susitna | 174 | 66 | 16 | 3 | 259 |
| Greater Juneau Area | 41 | 31 | 6 | 1 | 79 |
| Kodiak | 37 | 18 | 6 | — | 61 |
| Ketchikan Gateway..... | 13 | 8 | 1 | — | 22 |
| Sitka | 17 | 5 | 1 | — | 23 |
| North Slope | 12 | 5 | 3 | 1 | 21 |
| Haines | 3 | 1 | 2 | 1 | 7 |
| Bristol Bay..... | 1 | 4 | — | 1 | 6 |
| Denali..... | 1 | 4 | 1 | 2 | 8 |
| Yakutat | — | — | 1 | — | 1 |
| Unorganized | 67 | 47 | 13 | 7 | 134 |
| STATEWIDE..... | 1,964 | 621 | 111 | 46 | 2,742 |

Table G.5.4
Persons Involved in 2000 Alcohol-Related Traffic Accidents
by City and Injury Severity — All Vehicles

| CITY | NUMBER OF PERSONS | | | | TOTAL |
|--------------------|-------------------|-----------------|-----------------|-------|-------|
| | No Injuries | Minor Injury | Major Injury | Fatal | |
| Anchorage | 1,267 | 326 | 41 | 12 | 1,646 |
| Fairbanks | 110 | 31 | 4 | 1 | 146 |
| Juneau | 41 | 31 | 6 | 1 | 79 |
| Sitka | 17 | 5 | 1 | — | 23 |
| Ketchikan | 2 | 3 | — | — | 5 |
| Kodiak | 24 | 10 | 2 | — | 36 |
| Kenai | 28 | 7 | — | — | 35 |
| Bethel | 14 | 9 | — | — | 23 |
| Nome | 3 | 2 | — | — | 5 |
| Valdez | 15 | 5 | — | 1 | 21 |
| Wasilla | 45 | 13 | 3 | — | 61 |
| Homer | 8 | 1 | — | — | 9 |
| Barrow | 7 | 5 | 1 | 1 | 14 |
| Petersburg | — | 3 | 1 | 1 | 5 |
| Soldotna | 10 | 7 | — | 1 | 18 |
| Palmer | 12 | 1 | — | — | 13 |
| Seward | 6 | — | — | — | 6 |
| Wrangell | 3 | — | — | — | 3 |
| Cordova | 5 | 2 | — | — | 7 |
| Dillingham | 8 | 4 | 2 | 1 | 15 |
| Rural | 326 | 143 | 44 | 25 | 538 |
| Smaller Towns..... | 13 | 13 | 6 | 2 | 34 |
| STATEWIDE..... | 1,964 | 621 | 111 | 46 | 2,742 |

H. ALCOHOL INVOLVEMENT FOR AUTOMOBILES, TRUCKS, AND BUSES

Table H.1.1
2000 Alaska Alcohol-Related Traffic Accidents
Automobiles, Trucks, and Buses
by Month and Accident Severity

| MONTH | NUMBER OF ACCIDENTS | | | | TOTAL |
|-----------------|----------------------------|-----------------|-----------------|-------|-------|
| | Property Damage Only | Minor Injury | Major Injury | Fatal | |
| January | 68 | 34 | 2 | 1 | 105 |
| February | 46 | 31 | 4 | 1 | 82 |
| March | 61 | 24 | 6 | 1 | 92 |
| April | 43 | 27 | 5 | 4 | 79 |
| May | 47 | 33 | 10 | 3 | 93 |
| June | 43 | 30 | 7 | 3 | 83 |
| July | 45 | 33 | 11 | 4 | 93 |
| August | 49 | 38 | 10 | 3 | 100 |
| September | 46 | 38 | 6 | 4 | 94 |
| October | 58 | 22 | 6 | 5 | 91 |
| November | 55 | 33 | 2 | 2 | 92 |
| December | 67 | 39 | 10 | 1 | 117 |
| ALL YEAR | 628 | 382 | 79 | 32 | 1,121 |

Table H.1.2
2000 Alaska Alcohol-Related Traffic Accidents
Automobiles, Trucks, and Buses
Percent by Month and Accident Severity

| MONTH | PERCENT BY MONTH | | | | ALL |
|-----------------|----------------------------|-----------------|-----------------|-------|-------|
| | Property Damage Only | Minor Injury | Major Injury | Fatal | |
| January | 10.8 | 8.9 | 2.5 | 3.1 | 9.4 |
| February | 7.3 | 8.1 | 5.1 | 3.1 | 7.3 |
| March | 9.7 | 6.3 | 7.6 | 3.1 | 8.2 |
| April | 6.8 | 7.1 | 6.3 | 12.5 | 7.0 |
| May | 7.5 | 8.6 | 12.7 | 9.4 | 8.3 |
| June | 6.8 | 7.9 | 8.9 | 9.4 | 7.4 |
| July | 7.2 | 8.6 | 13.9 | 12.5 | 8.3 |
| August | 7.8 | 9.9 | 12.7 | 9.4 | 8.9 |
| September | 7.3 | 9.9 | 7.6 | 12.5 | 8.4 |
| October | 9.2 | 5.8 | 7.6 | 15.6 | 8.1 |
| November | 8.8 | 8.6 | 2.5 | 6.3 | 8.2 |
| December | 10.7 | 10.2 | 12.7 | 3.1 | 10.4 |
| ALL YEAR | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 |

Table H.1.3
2000 Alaska Alcohol-Related Traffic Accidents
Automobiles, Trucks, and Buses
Percent by Accident Severity and Month

| MONTH | PERCENT BY ACCIDENT SEVERITY | | | | ALL |
|-----------------|------------------------------|-----------------|-----------------|-------|-------|
| | Property Damage Only | Minor Injury | Major Injury | Fatal | |
| January | 64.8 | 32.4 | 1.9 | 1.0 | 100.0 |
| February | 56.1 | 37.8 | 4.9 | 1.2 | 100.0 |
| March | 66.3 | 26.1 | 6.5 | 1.1 | 100.0 |
| April | 54.4 | 34.2 | 6.3 | 5.1 | 100.0 |
| May | 50.5 | 35.5 | 10.8 | 3.2 | 100.0 |
| June | 51.8 | 36.1 | 8.4 | 3.6 | 100.0 |
| July | 48.4 | 35.5 | 11.8 | 4.3 | 100.0 |
| August | 49.0 | 38.0 | 10.0 | 3.0 | 100.0 |
| September | 48.9 | 40.4 | 6.4 | 4.3 | 100.0 |
| October | 63.7 | 24.2 | 6.6 | 5.5 | 100.0 |
| November | 59.8 | 35.9 | 2.2 | 2.2 | 100.0 |
| December | 57.3 | 33.3 | 8.5 | 0.9 | 100.0 |
| ALL YEAR | 56.0 | 34.1 | 7.0 | 2.9 | 100.0 |

Table H.2.1
2000 Alaska Alcohol-Related Traffic Accidents
Automobiles, Trucks, and Buses
by Day of Week and Accident Severity

| DAY OF WEEK | NUMBER OF ACCIDENTS | | | | TOTAL |
|-----------------|----------------------------|-----------------|-----------------|-------|-------|
| | Property Damage Only | Minor Injury | Major Injury | Fatal | |
| Friday | 93 | 61 | 9 | 6 | 169 |
| Saturday | 129 | 86 | 16 | 7 | 238 |
| Sunday | 119 | 80 | 17 | 6 | 222 |
| Monday | 65 | 44 | 6 | 4 | 119 |
| Tuesday | 80 | 40 | 12 | 2 | 134 |
| Wednesday | 74 | 29 | 10 | 5 | 118 |
| Thursday | 68 | 42 | 9 | 2 | 121 |
| ALL WEEK | 628 | 382 | 79 | 32 | 1,121 |

Table H.2.2
2000 Alaska Alcohol-Related Traffic Accidents
Automobiles, Trucks, and Buses
Percent by Day of Week and Accident Severity

| DAY OF WEEK | PERCENT BY DAY OF WEEK | | | | ALL |
|-----------------|----------------------------|-----------------|-----------------|-------|-------|
| | Property Damage Only | Minor Injury | Major Injury | Fatal | |
| Friday | 14.8 | 16.0 | 11.4 | 18.8 | 15.1 |
| Saturday | 20.5 | 22.5 | 20.3 | 21.9 | 21.2 |
| Sunday | 18.9 | 20.9 | 21.5 | 18.8 | 19.8 |
| Monday | 10.4 | 11.5 | 7.6 | 12.5 | 10.6 |
| Tuesday | 12.7 | 10.5 | 15.2 | 6.3 | 12.0 |
| Wednesday | 11.8 | 7.6 | 12.7 | 15.6 | 10.5 |
| Thursday | 10.8 | 11.0 | 11.4 | 6.3 | 10.8 |
| ALL WEEK | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 |

Table H.2.3
2000 Alaska Alcohol-Related Traffic Accidents
Automobiles, Trucks, and Buses
Percent by Accident Severity and Day of Week

| DAY OF WEEK | PERCENT BY ACCIDENT SEVERITY | | | | ALL |
|-----------------|------------------------------|-----------------|-----------------|-------|-------|
| | Property Damage Only | Minor Injury | Major Injury | Fatal | |
| Friday | 55.0 | 36.1 | 5.3 | 3.6 | 100.0 |
| Saturday | 54.2 | 36.1 | 6.7 | 2.9 | 100.0 |
| Sunday | 53.6 | 36.0 | 7.7 | 2.7 | 100.0 |
| Monday | 54.6 | 37.0 | 5.0 | 3.4 | 100.0 |
| Tuesday | 59.7 | 29.9 | 9.0 | 1.5 | 100.0 |
| Wednesday | 62.7 | 24.6 | 8.5 | 4.2 | 100.0 |
| Thursday | 56.2 | 34.7 | 7.4 | 1.7 | 100.0 |
| ALL WEEK | 56.0 | 34.1 | 7.0 | 2.9 | 100.0 |

Table H.3.1
2000 Alaska Alcohol-Related Traffic Accidents
Automobiles, Trucks, and Buses
by Time of Day and Accident Severity

| TIME PERIOD | NUMBER OF ACCIDENTS | | | | TOTAL |
|----------------------|----------------------------|-----------------|-----------------|-------|-------|
| | Property Damage Only | Minor Injury | Major Injury | Fatal | |
| 12 — 1:59 a.m. | 96 | 50 | 14 | 8 | 168 |
| 2 — 3:59 a.m. | 86 | 70 | 16 | 5 | 177 |
| 4 — 5:59 a.m. | 46 | 34 | 7 | 1 | 88 |
| 6 — 7:59 a.m. | 32 | 15 | 2 | 1 | 50 |
| 8 — 9:59 a.m. | 23 | 5 | 2 | — | 30 |
| 10 — 11:59 a.m. | 22 | 5 | — | 2 | 29 |
| 12 — 1:59 p.m. | 21 | 10 | 3 | — | 34 |
| 2 — 3:59 p.m. | 20 | 18 | 4 | 2 | 44 |
| 4 — 5:59 p.m. | 52 | 36 | 5 | 3 | 96 |
| 6 — 7:59 p.m. | 61 | 49 | 5 | — | 115 |
| 8 — 9:59 p.m. | 76 | 42 | 10 | 5 | 133 |
| 10 — 11:59 p.m. | 93 | 48 | 11 | 5 | 157 |
| ALL DAY | 628 | 382 | 79 | 32 | 1,121 |

Table H.3.2
2000 Alaska Alcohol-Related Traffic Accidents
Automobiles, Trucks, and Buses
Percent by Time of Day and Accident Severity

| TIME PERIOD | PERCENT BY TWO-HOUR PERIOD | | | | ALL |
|----------------------|----------------------------|-----------------|-----------------|-------|-------|
| | Property Damage Only | Minor Injury | Major Injury | Fatal | |
| 12 — 1:59 a.m. | 15.3 | 13.1 | 17.7 | 25.0 | 15.0 |
| 2 — 3:59 a.m. | 13.7 | 18.3 | 20.3 | 15.6 | 15.8 |
| 4 — 5:59 a.m. | 7.3 | 8.9 | 8.9 | 3.1 | 7.9 |
| 6 — 7:59 a.m. | 5.1 | 3.9 | 2.5 | 3.1 | 4.5 |
| 8 — 9:59 a.m. | 3.7 | 1.3 | 2.5 | 0.0 | 2.7 |
| 10 — 11:59 a.m. | 3.5 | 1.3 | 0.0 | 6.3 | 2.6 |
| 12 — 1:59 p.m. | 3.3 | 2.6 | 3.8 | 0.0 | 3.0 |
| 2 — 3:59 p.m. | 3.2 | 4.7 | 5.1 | 6.3 | 3.9 |
| 4 — 5:59 p.m. | 8.3 | 9.4 | 6.3 | 9.4 | 8.6 |
| 6 — 7:59 p.m. | 9.7 | 12.8 | 6.3 | 0.0 | 10.3 |
| 8 — 9:59 p.m. | 12.1 | 11.0 | 12.7 | 15.6 | 11.9 |
| 10 — 11:59 p.m. | 14.8 | 12.6 | 13.9 | 15.6 | 14.0 |
| ALL DAY | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 |

Table H.3.3
2000 Alaska Alcohol-Related Traffic Accidents
Automobiles, Trucks, and Buses
Percent by Accident Severity and Time of Day

| TIME PERIOD | PERCENT BY ACCIDENT SEVERITY | | | | ALL |
|----------------------|------------------------------|-----------------|-----------------|-------|-------|
| | Property Damage Only | Minor Injury | Major Injury | Fatal | |
| 12 - 1:59 a.m. | 57.1 | 29.8 | 8.3 | 4.8 | 100.0 |
| 2 - 3:59 a.m. | 48.6 | 39.5 | 9.0 | 2.8 | 100.0 |
| 4 - 5:59 a.m. | 52.3 | 38.6 | 8.0 | 1.1 | 100.0 |
| 6 - 7:59 a.m. | 64.0 | 30.0 | 4.0 | 2.0 | 100.0 |
| 8 - 9:59 a.m. | 76.7 | 16.7 | 6.7 | 0.0 | 100.0 |
| 10 - 11:59 a.m. | 75.9 | 17.2 | 0.0 | 6.9 | 100.0 |
| 12 - 1:59 p.m. | 61.8 | 29.4 | 8.8 | 0.0 | 100.0 |
| 2 - 3:59 p.m. | 45.5 | 40.9 | 9.1 | 4.5 | 100.0 |
| 4 - 5:59 p.m. | 54.2 | 37.5 | 5.2 | 3.1 | 100.0 |
| 6 - 7:59 p.m. | 53.0 | 42.6 | 4.3 | 0.0 | 100.0 |
| 8 - 9:59 p.m. | 57.1 | 31.6 | 7.5 | 3.8 | 100.0 |
| 10 - 11:59 p.m. | 59.2 | 30.6 | 7.0 | 3.2 | 100.0 |
| ALL DAY | 56.0 | 34.1 | 7.0 | 2.9 | 100.0 |

Table H.4.1
2000 Alaska Alcohol-Related Traffic Accidents
Automobiles, Trucks, and Buses
by Borough and Accident Severity

| BOROUGH | NUMBER OF ACCIDENTS | | | | TOTAL |
|--------------------------|----------------------------|-----------------|-----------------|-------|-------|
| | Property Damage Only | Minor Injury | Major Injury | Fatal | |
| Greater Anchorage Area . | 376 | 208 | 31 | 11 | 626 |
| Fairbanks North Star ... | 79 | 32 | 7 | 4 | 122 |
| Kenai | 46 | 35 | 5 | 4 | 90 |
| Matanuska-Susitna | 58 | 44 | 13 | 3 | 118 |
| Greater Juneau Area | 12 | 15 | 5 | 1 | 33 |
| Kodiak | 13 | 7 | 3 | — | 23 |
| Ketchikan Gateway | 6 | 5 | 1 | — | 12 |
| Sitka | 8 | 4 | 1 | — | 13 |
| North Slope | 3 | 3 | 1 | — | 7 |
| Haines | 2 | 1 | 2 | 1 | 6 |
| Bristol Bay | 1 | 2 | — | — | 3 |
| Unorganized | 24 | 26 | 10 | 8 | 68 |
| STATEWIDE | 628 | 382 | 79 | 32 | 1,121 |

Table H.4.2
2000 Alaska Alcohol-Related Traffic Accidents
Automobiles, Trucks, and Buses
Percent by Borough and Accident Severity

| BOROUGH | PERCENT BY BOROUGH | | | | ALL |
|--------------------------|----------------------------|-----------------|-----------------|-------|-------|
| | Property Damage Only | Minor Injury | Major Injury | Fatal | |
| Greater Anchorage Area . | 59.9 | 54.5 | 39.2 | 34.4 | 55.8 |
| Fairbanks North Star ... | 12.6 | 8.4 | 8.9 | 12.5 | 10.9 |
| Kenai | 7.3 | 9.2 | 6.3 | 12.5 | 8.0 |
| Matanuska-Susitna | 9.2 | 11.5 | 16.5 | 9.4 | 10.5 |
| Greater Juneau Area | 1.9 | 3.9 | 6.3 | 3.1 | 2.9 |
| Kodiak | 2.1 | 1.8 | 3.8 | 0.0 | 2.1 |
| Ketchikan Gateway | 1.0 | 1.3 | 1.3 | 0.0 | 1.1 |
| Sitka | 1.3 | 1.0 | 1.3 | 0.0 | 1.2 |
| North Slope | 0.5 | 0.8 | 1.3 | 0.0 | 0.6 |
| Haines | 0.3 | 0.3 | 2.5 | 3.1 | 0.5 |
| Bristol Bay | 0.2 | 0.5 | 0.0 | 0.0 | 0.3 |
| Unorganized | 3.8 | 6.8 | 12.7 | 25.0 | 6.1 |
| STATEWIDE | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 |

Table H.4.3
2000 Alaska Alcohol-Related Traffic Accidents
Automobiles, Trucks, and Buses
Percent by Accident Severity and Borough

| BOROUGH | PERCENT BY ACCIDENT SEVERITY | | | | ALL |
|--------------------------|------------------------------|-----------------|-----------------|-------|-------|
| | Property Damage Only | Minor Injury | Major Injury | Fatal | |
| Greater Anchorage Area . | 60.1 | 33.2 | 5.0 | 1.8 | 100.0 |
| Fairbanks North Star ... | 64.8 | 26.2 | 5.7 | 3.3 | 100.0 |
| Kenai | 51.1 | 38.9 | 5.6 | 4.4 | 100.0 |
| Matanuska-Susitna | 49.2 | 37.3 | 11.0 | 2.5 | 100.0 |
| Greater Juneau Area | 36.4 | 45.5 | 15.2 | 3.0 | 100.0 |
| Kodiak | 56.5 | 30.4 | 13.0 | 0.0 | 100.0 |
| Ketchikan Gateway | 50.0 | 41.7 | 8.3 | 0.0 | 100.0 |
| Sitka | 61.5 | 30.8 | 7.7 | 0.0 | 100.0 |
| North Slope | 42.9 | 42.9 | 14.3 | 0.0 | 100.0 |
| Haines | 33.3 | 16.7 | 33.3 | 16.7 | 100.0 |
| Bristol Bay | 33.3 | 66.7 | 0.0 | 0.0 | 100.0 |
| Unorganized | 35.3 | 38.2 | 14.7 | 11.8 | 100.0 |
| STATEWIDE | 56.0 | 34.1 | 7.0 | 2.9 | 100.0 |

Table H.5.1
Female Alcohol-Impaired Drivers in 2000 Alaska Traffic Accidents
Automobiles, Trucks, and Buses
by Age and Injury Severity

| AGE GROUP | NUMBER OF FEMALE DRIVERS | | | | TOTAL |
|----------------|--------------------------|--------------|--------------|-------|-------|
| | No Injuries | Minor Injury | Major Injury | Fatal | |
| Unknown | 10 | 2 | — | — | 12 |
| 14 — 15 | — | 1 | — | — | 1 |
| 16 — 20 | 14 | 8 | — | 1 | 23 |
| 21 — 25 | 30 | 12 | 2 | — | 44 |
| 26 — 30 | 30 | 11 | 2 | — | 43 |
| 31 — 35 | 24 | 5 | — | — | 29 |
| 36 — 40 | 30 | 9 | 2 | 1 | 42 |
| 41 — 45 | 23 | 3 | — | 1 | 27 |
| 46 — 50 | 9 | 8 | 1 | — | 18 |
| 51 — 55 | 7 | — | — | 1 | 8 |
| 56 — 60 | 4 | — | — | — | 4 |
| 61 — 64 | 3 | — | 1 | — | 4 |
| 65 — 70 | — | — | — | 1 | 1 |
| 75 — 80 | 1 | — | — | — | 1 |
| Over 85 | 1 | — | — | — | 1 |
| ALL AGES | 186 | 59 | 8 | 5 | 258 |

Table H.5.2
Male Alcohol-Impaired Drivers in 2000 Alaska Traffic Accidents
Automobiles, Trucks, and Buses
by Age and Injury Severity

| AGE GROUP | NUMBER OF MALE DRIVERS | | | | TOTAL |
|----------------|------------------------|--------------|--------------|-------|-------|
| | No Injuries | Minor Injury | Major Injury | Fatal | |
| Unknown | 51 | 3 | 1 | — | 55 |
| 14 — 15 | 1 | 1 | 1 | — | 3 |
| 16 — 20 | 61 | 32 | 5 | 6 | 104 |
| 21 — 25 | 99 | 33 | 7 | 3 | 142 |
| 26 — 30 | 69 | 27 | 3 | 4 | 103 |
| 31 — 35 | 57 | 19 | 6 | — | 82 |
| 36 — 40 | 57 | 30 | 5 | 1 | 93 |
| 41 — 45 | 71 | 15 | 4 | 1 | 91 |
| 46 — 50 | 39 | 10 | 2 | 1 | 52 |
| 51 — 55 | 27 | 11 | 1 | — | 39 |
| 56 — 60 | 11 | 3 | 1 | 1 | 16 |
| 61 — 64 | 4 | 1 | — | — | 5 |
| 65 — 70 | 6 | 1 | 1 | — | 8 |
| 71 — 74 | — | 2 | — | — | 2 |
| 75 — 80 | 2 | — | — | — | 2 |
| 81 — 85 | 1 | — | — | — | 1 |
| Over 85 | — | 1 | — | — | 1 |
| ALL AGES | 556 | 189 | 37 | 17 | 799 |

Table H.5.3
All Alcohol Impaired Drivers in 2000 Alaska Traffic Accidents
Automobiles, Trucks, and Buses
by Age and Injury Severity

| AGE GROUP | NUMBER OF DRIVERS | | | | TOTAL |
|----------------|-------------------|-----------------|-----------------|-------|-------|
| | No Injuries | Minor Injury | Major Injury | Fatal | |
| Unknown | 114 | 5 | 1 | — | 120 |
| 14 — 15 | 1 | 2 | 1 | — | 4 |
| 16 — 20 | 75 | 40 | 5 | 7 | 127 |
| 21 — 25 | 129 | 45 | 9 | 3 | 186 |
| 26 — 30 | 99 | 38 | 5 | 4 | 146 |
| 31 — 35 | 81 | 24 | 6 | — | 111 |
| 36 — 40 | 87 | 39 | 7 | 2 | 135 |
| 41 — 45 | 94 | 18 | 4 | 2 | 118 |
| 46 — 50 | 48 | 18 | 3 | 1 | 70 |
| 51 — 55 | 35 | 11 | 1 | 1 | 48 |
| 56 — 60 | 15 | 3 | 1 | 1 | 20 |
| 61 — 64 | 7 | 1 | 1 | — | 9 |
| 65 — 70 | 6 | 1 | 1 | 1 | 9 |
| 71 — 74 | — | 2 | — | — | 2 |
| 75 — 80 | 3 | — | — | — | 3 |
| 81 — 85 | 1 | — | — | — | 1 |
| Over 85 | 1 | 1 | — | — | 2 |
| ALL AGES | 796 | 248 | 45 | 22 | 1,111 |

Table H.6.1
Female Occupants With Alcohol-Impaired Drivers In
Automobiles, Trucks, and Buses
2000 Alaska Traffic Accidents — by Age and Injury Severity

| AGE GROUP | NUMBER OF FEMALE OCCUPANTS | | | | TOTAL |
|----------------|----------------------------|-----------------|-----------------|-------|-------|
| | No Injuries | Minor Injury | Major Injury | Fatal | |
| Unknown | 40 | 9 | — | — | 49 |
| Under 4 | 1 | — | 1 | — | 2 |
| 4 — 10 | 3 | 1 | — | — | 4 |
| 11 — 15 | 8 | 5 | 3 | — | 16 |
| 16 — 20 | 39 | 25 | 4 | 2 | 70 |
| 21 — 25 | 48 | 24 | 4 | — | 76 |
| 26 — 30 | 47 | 20 | 3 | 1 | 71 |
| 31 — 35 | 31 | 12 | 1 | — | 44 |
| 36 — 40 | 37 | 13 | 4 | 1 | 55 |
| 41 — 45 | 29 | 5 | — | 1 | 35 |
| 46 — 50 | 11 | 10 | 1 | 1 | 23 |
| 51 — 55 | 11 | — | — | 1 | 12 |
| 56 — 60 | 5 | 1 | — | — | 6 |
| 61 — 64 | 4 | — | 2 | — | 6 |
| 65 — 70 | 1 | — | — | 1 | 2 |
| 71 — 74 | — | 1 | — | — | 1 |
| 75 — 80 | 1 | — | — | 2 | 3 |
| Over 85 | 1 | — | — | — | 1 |
| ALL AGES | 317 | 126 | 23 | 10 | 476 |

Table H.6.2
Male Occupants With Alcohol-Impaired Drivers In
Automobiles, Trucks, and Buses
2000 Alaska Traffic Accidents — by Age and Injury Severity

| AGE GROUP | NUMBER OF MALE OCCUPANTS | | | | TOTAL |
|----------------|--------------------------|-----------------|-----------------|-------|-------|
| | No Injuries | Minor Injury | Major Injury | Fatal | |
| Unknown | 100 | 7 | 1 | — | 108 |
| Under 4 | 5 | 2 | — | — | 7 |
| 4 — 10 | 3 | 2 | — | — | 5 |
| 11 — 15 | 4 | 3 | 2 | — | 9 |
| 16 — 20 | 108 | 49 | 9 | 6 | 172 |
| 21 — 25 | 151 | 57 | 11 | 4 | 223 |
| 26 — 30 | 97 | 31 | 3 | 4 | 135 |
| 31 — 35 | 76 | 20 | 8 | — | 104 |
| 36 — 40 | 71 | 35 | 5 | 2 | 113 |
| 41 — 45 | 80 | 17 | 5 | 1 | 103 |
| 46 — 50 | 43 | 12 | 3 | 1 | 59 |
| 51 — 55 | 28 | 14 | 1 | — | 43 |
| 56 — 60 | 13 | 5 | 1 | 1 | 20 |
| 61 — 64 | 4 | 1 | — | — | 5 |
| 65 — 70 | 7 | 2 | 1 | — | 10 |
| 71 — 74 | — | 2 | — | — | 2 |
| 75 — 80 | 2 | — | — | — | 2 |
| 81 — 85 | 1 | — | — | — | 1 |
| Over 85 | — | 1 | — | — | 1 |
| ALL AGES | 793 | 260 | 50 | 19 | 1,122 |

Table H.6.3
All Occupants With Alcohol-Impaired Drivers In
Automobiles, Trucks, and Buses
2000 Alaska Traffic Accidents — by Age and Injury Severity

| AGE GROUP | NUMBER OF OCCUPANTS | | | | TOTAL |
|----------------|---------------------|-----------------|-----------------|-------|-------|
| | No Injuries | Minor Injury | Major Injury | Fatal | |
| Unknown | 244 | 16 | 1 | — | 261 |
| Under 4 | 6 | 2 | 1 | — | 9 |
| 4 — 10 | 6 | 3 | — | — | 9 |
| 11 — 15 | 12 | 8 | 5 | — | 25 |
| 16 — 20 | 148 | 74 | 13 | 8 | 243 |
| 21 — 25 | 199 | 81 | 15 | 4 | 299 |
| 26 — 30 | 144 | 51 | 6 | 5 | 206 |
| 31 — 35 | 107 | 32 | 9 | — | 148 |
| 36 — 40 | 108 | 48 | 9 | 3 | 168 |
| 41 — 45 | 109 | 22 | 5 | 2 | 138 |
| 46 — 50 | 54 | 22 | 4 | 2 | 82 |
| 51 — 55 | 40 | 14 | 1 | 1 | 56 |
| 56 — 60 | 18 | 6 | 1 | 1 | 26 |
| 61 — 64 | 8 | 1 | 2 | — | 11 |
| 65 — 70 | 8 | 2 | 1 | 1 | 12 |
| 71 — 74 | — | 3 | — | — | 3 |
| 75 — 80 | 3 | — | — | 2 | 5 |
| 81 — 85 | 1 | — | — | — | 1 |
| Over 85 | 1 | 1 | — | — | 2 |
| ALL AGES | 1,216 | 386 | 73 | 29 | 1,704 |

Table H.7.1
Female Occupants In Alcohol-Related 2000 Alaska Traffic Accidents
Automobiles, Trucks, and Buses
by Age and Injury Severity

| AGE GROUP | NUMBER OF FEMALE OCCUPANTS | | | | TOTAL |
|----------------|----------------------------|-----------------|-----------------|-------|-------|
| | No Injuries | Minor Injury | Major Injury | Fatal | |
| Unknown | 57 | 13 | — | — | 70 |
| Under 4 | 11 | — | 1 | — | 12 |
| 4 — 10 | 14 | 10 | — | — | 24 |
| 11 — 15 | 28 | 13 | 5 | — | 46 |
| 16 — 20 | 92 | 38 | 6 | 3 | 139 |
| 21 — 25 | 81 | 37 | 5 | — | 123 |
| 26 — 30 | 69 | 31 | 3 | 1 | 104 |
| 31 — 35 | 51 | 20 | 1 | — | 72 |
| 36 — 40 | 59 | 24 | 4 | 1 | 88 |
| 41 — 45 | 55 | 12 | 1 | 1 | 69 |
| 46 — 50 | 26 | 19 | 1 | 1 | 47 |
| 51 — 55 | 26 | 7 | — | 1 | 34 |
| 56 — 60 | 7 | 5 | 1 | — | 13 |
| 61 — 64 | 6 | 2 | 2 | — | 10 |
| 65 — 70 | 7 | 1 | — | 1 | 9 |
| 71 — 74 | 4 | 2 | — | — | 6 |
| 75 — 80 | 1 | 1 | — | 2 | 4 |
| 81 — 85 | 3 | — | — | — | 3 |
| Over 85 | 1 | 1 | — | — | 2 |
| ALL AGES | 598 | 236 | 30 | 11 | 875 |

Table H.7.2
Male Occupants In Alcohol-Related 2000 Alaska Traffic Accidents
Automobiles, Trucks, and Buses
by Age and Injury Severity

| AGE GROUP | NUMBER OF MALE OCCUPANTS | | | | TOTAL |
|----------------|--------------------------|-----------------|-----------------|-------|-------|
| | No Injuries | Minor Injury | Major Injury | Fatal | |
| Unknown | 129 | 8 | 1 | — | 138 |
| Under 4 | 20 | 2 | — | — | 22 |
| 4 — 10 | 23 | 5 | 1 | — | 29 |
| 11 — 15 | 19 | 4 | 2 | 2 | 27 |
| 16 — 20 | 165 | 62 | 10 | 6 | 243 |
| 21 — 25 | 210 | 67 | 11 | 4 | 292 |
| 26 — 30 | 129 | 43 | 3 | 4 | 179 |
| 31 — 35 | 112 | 26 | 8 | — | 146 |
| 36 — 40 | 111 | 47 | 8 | 2 | 168 |
| 41 — 45 | 116 | 21 | 5 | 1 | 143 |
| 46 — 50 | 77 | 18 | 5 | 1 | 101 |
| 51 — 55 | 51 | 16 | 1 | 1 | 69 |
| 56 — 60 | 23 | 5 | 2 | 2 | 32 |
| 61 — 64 | 10 | 5 | 1 | — | 16 |
| 65 — 70 | 14 | 4 | 1 | — | 19 |
| 71 — 74 | 1 | 4 | — | — | 5 |
| 75 — 80 | 7 | 2 | — | — | 9 |
| 81 — 85 | 2 | — | — | — | 2 |
| Over 85 | — | 1 | — | — | 1 |
| ALL AGES | 1,219 | 340 | 59 | 23 | 1,641 |

Table H.7.3
All Occupants In Alcohol Related 2000 Alaska Traffic Accidents
Automobiles, Trucks, and Buses
by Age and Injury Severity

| AGE GROUP | NUMBER OF OCCUPANTS | | | | TOTAL |
|----------------|---------------------|-----------------|-----------------|-------|-------|
| | No Injuries | Minor Injury | Major Injury | Fatal | |
| Unknown | 307 | 21 | 1 | — | 329 |
| Under 4 | 31 | 2 | 1 | — | 34 |
| 4 — 10 | 38 | 15 | 1 | — | 54 |
| 11 — 15 | 47 | 17 | 7 | 2 | 73 |
| 16 — 20 | 258 | 100 | 16 | 9 | 383 |
| 21 — 25 | 291 | 104 | 16 | 4 | 415 |
| 26 — 30 | 199 | 74 | 6 | 5 | 284 |
| 31 — 35 | 163 | 46 | 9 | — | 218 |
| 36 — 40 | 170 | 71 | 12 | 3 | 256 |
| 41 — 45 | 171 | 33 | 6 | 2 | 212 |
| 46 — 50 | 103 | 37 | 6 | 2 | 148 |
| 51 — 55 | 78 | 23 | 1 | 2 | 104 |
| 56 — 60 | 30 | 10 | 3 | 2 | 45 |
| 61 — 64 | 16 | 7 | 3 | — | 26 |
| 65 — 70 | 21 | 5 | 1 | 1 | 28 |
| 71 — 74 | 5 | 6 | — | — | 11 |
| 75 — 80 | 8 | 3 | — | 2 | 13 |
| 81 — 85 | 5 | — | — | — | 5 |
| Over 85 | 1 | 2 | — | — | 3 |
| ALL AGES | 1,942 | 576 | 89 | 34 | 2,641 |

Glossary

Accident: The occurrence of a sequence of events which produces unintended death, injury, or property damage. Alaska law (AS 28.35.080) requires that a motor vehicle accident be reported to a local police officer or State Trooper if the accident caused a death or injury, or if total property damage exceeds \$2000. A motor vehicle accident is an accident involving a motor vehicle in transport (see below for definitions of motor vehicle and “in transport”), not directly resulting from a natural disaster, such as a flood, avalanche, or volcanic eruption. Also excluded are accidents resulting from an explosion or the discharge of a firearm.

Alcohol-Impaired: A driver is considered to be alcohol-impaired if an administered blood alcohol was positive; if police investigation indicated that alcohol consumption was a contributing factor; or if a citation was issued for driving while intoxicated, driving with an open container of alcohol, or public drunkenness.

Alcohol-Related Accident: An accident is considered to be alcohol-related if a blood alcohol test administered to any of the involved drivers, pedestrians, pedalcyclists, or recreational vehicle operators was positive; if police investigation indicated that alcohol consumption was a contributing factor; or if a citation was issued for driving while intoxicated, driving with an open container of alcohol, or public drunkenness.

All-terrain Vehicle (ATV): Three- or four-wheeled vehicles designed to operate off the roadway (see also recreational vehicle).

Annual Vehicle-Miles-Traveled (AVMT): The average annual traffic on a road segment expressed as an annual average daily traffic (AADT) multiplied by the number of days in the year, multiplied by the length of the road.

Driver: An occupant of a motor vehicle in transport who was in control, at least until control was lost.

Fatal Traffic Accident: A traffic accident not due to a natural disaster, explosion, or discharge of a firearm in which at least one person dies as a result of, and within 30 days of, the accident. If the death was due to disease (heart attack, stroke, etc.), the accident is not classified as a fatal accident and is not included in this publication.

In Transport: Generally, this refers to being in motion on the roadway portion of the trafficway, with the purpose of transporting occupants or load from one location to another. However, vehicles parked or stopped in travel lanes are also considered to be in transport and vehicles travelling on the shoulder or roadside (easement) portion of a trafficway may also be considered to be in transport.

Major Injury: A major injury is an amputation, a concussion, an internal injury, occurrence of severe bleeding, a moderate or severe burn, a fracture or dislocation, or other incapacitating injury.

Minor Injury: A minor injury is pain, occurrence of minor bleeding a minor burn, a bruise, a contusion, an abrasion, other evident but not incapacitating injury.

Motorcycle: A two- or three-wheeled motor vehicle designed to operate on a trafficway (not an off-road recreational vehicle) capable of transporting one or two persons.

Motor Vehicle (MV): Any motorized mechanically or electrically powered road vehicle not operated on rails except certain machinery not customarily used for transport on roads, such as forklifts. A vehicle with an attached snowplow is not considered a motor vehicle while plowing snow.

National Highway System (NHS): A United States system of transportation routes of national importance mandated by the Intermodal Surface Transportation Efficiency Act (ISTEA). The specific NHS routes were selected by the states with approval of the Federal Highway Administration (FHWA). Congress officially designated the NHS in November, 1995. To be included in the NHS, a route must be or do one of the following: an interstate route, a Strategic Highway Network route serving military installations, serve major population centers, provide Intermodal connections, include an international border crossing, or provide for rural-urban connectivity.

Occupant: A person who is in or upon a motor vehicle in transport, including the driver, passengers, and passengers riding on the exterior.

Passenger: A human occupant of a motor vehicle who is not the driver.

Pedalcycle: A vehicle powered solely by pedals.

Property-damage-only Accident (PDO): An accident resulting in property damage, and in which no person was injured.

Road: That portion of the trafficway which includes the roadway and shoulders.

Roadway: That portion of a trafficway designed for and ordinarily used for motor vehicle travel.

Recreational Vehicle: A vehicle designed primarily for recreation, e.g., snow machine, or all-terrain vehicle. Trucks, buses, automobiles, and motorcycles are not included in this vehicle class (see also ATV).

Shoulder: That portion of a trafficway contiguous with the roadway and intended for emergency use, for accommodation of stopped motor vehicles, and for lateral support of the roadway structure.

Traffic Accident: A motor vehicle accident which occurs on a trafficway.

Trafficway: The roadway, shoulders, and right of way extending to property lines, at least part of which is open to the public for vehicular transport. An aircraft runway is not a trafficway, nor is a waterway.

VMT: Vehicle miles traveled (see annual vehicle miles traveled).